



# The China Mail.

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HONGKONG, THURSDAY, SEPTEMBER 14, 1911.

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LEFFERTS KNOX, Esq., Hongkong, District Manager.  
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Sir Paul Chater, K.C., O.M.G.

T. F. Hough, Esq., C. J. Lafrance, Esq., Hongkong, July 22, 1911. 1424

**UNEARTHING ARMS AND AMMUNITION.**

It will be remembered that soon after the attempt upon the Viceroy's yamen in Canton a shop, or rather a small godown for human hair, was suspected by the locals of being the meeting place of the revolutionaries and was sealed up. After a time, when nothing further could be discovered, the owner of the house was allowed to pull down the seals, and since then the place has been ready for occupation. No native, however, would risk it for a few days ago, something suspicious appeared about some of the tiles, and the men in charge started digging, and found a box. Without more ado they rushed off to the nearest police station, and a quantity of soldiers was sent to examine the matter. When these soldiers had dug through the place, two cases were discovered, which appeared to have been hidden under the tiles for some time. When they were hauled up and opened they were found to be full of good snuff with cartridges to match. The soldiers will be rewarded for their enterprise, though whether the reward will go to the soldiers or to the two men who first of all discovered the existence of the cases remains to be seen. The house was once more sealed up.

**AN EXILED CHINESE WIFE.**  
Protest in Australia.

The Chinese of Victoria, Australia, are indignant at the action of the Government in deporting the wife of a respectable resident and at a meeting held at the Chinese Missionary Church, Little Bourke Street, the following resolutions were carried:

"That we, the members of the Chinese Christian Union of Victoria, enter our emphatic protest against the cruel action of the Acting Minister for External Affairs in refusing to allow Mr. Poon Goosy to have his wife and young child to live with him in Australia. We are of opinion that such inhuman treatment only tends to create ill-feeling between two friendly Powers, and also a cause of great hindrance to our missionary enterprise here and in China. And, further, that it is an outrage upon the law of God and man."

That the Federal Government, in refusing to permit law-abiding Chinese citizens to bring their wives out to Australia, is subversive of the maintenance of racial purity, for which the 'White Australia' party contend, and a violation of treaty rights solemnly entered into between Great Britain and China. We do express the hope that our co-religious leaders and right-thinking citizens will use their best endeavours to right this great wrong that a Christian country is inflicting upon the subjects of China.

That we hereby express our deep Christian sympathy with our esteemed member, Mr. Poon Goosy, and pray that the threatened separation of his family may be avoided.

And that copies of the above resolutions be forwarded to the Acting Minister for External Affairs, the Chinese Consul-General, the president of the Council of Churches, and other religious bodies.

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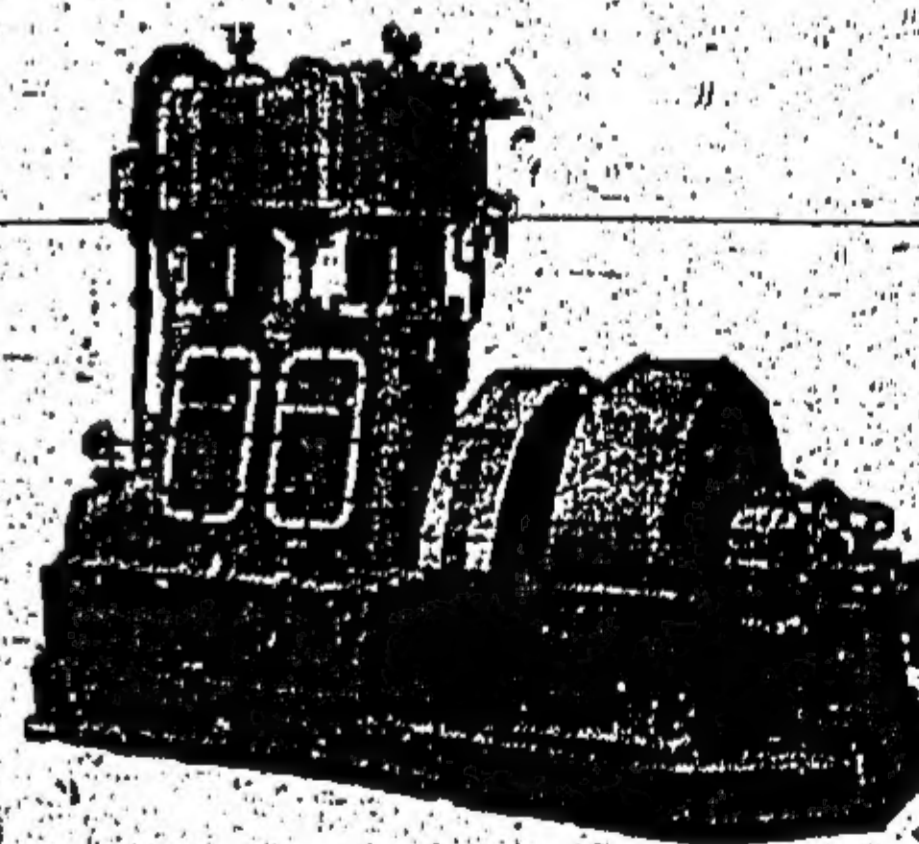
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FRANCISCO TSE YAT, General Manager.  
Hongkong, August 12, 1908. 1788

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Hongkong, August 15, 1910. 772

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For particulars, apply to  
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Manager,  
No. 1, Pandra Street,  
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Hongkong, April 29, 1911. 814

FOR  
SWIMMERS.

THE ANNUAL RACE across the Har-  
bour for PRIZES presented by the

*China Mail*

will be held on  
**WEDNESDAY**  
27th SEPTEMBER (W.P.)

For further particulars apply to  
THE SECRETARY, CHINA MAIL  
or  
HON. SECRETARY,  
VICTORIA RECREATION CLUB.  
Hongkong, September 5, 1911. 1139

**DOUGLAS STEAMSHIP COMPANY,**  
LIMITED.

THE ORDINARY GENERAL MEET-  
ING of Shareholders will be held at  
the Company's Office on SATUR-  
DAY, the 23rd September, at Noon,  
for the purpose of receiving the Report of the  
General Manager together with a State-  
ment of Accounts to the 30th June, 1911.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 9th to the  
23rd September, both days inclusive.  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.  
Hongkong, September 4, 1911. 1134

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Hongkong, November 12, 1910. 88

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Hongkong, December 17, 1910. 1682

THE LABOUR UNREST IN  
ENGLAND.

(Specially written for the "CHINA MAIL.")

London, August 18.

It was, rather an ironical stroke of fate  
that the very day the newspapers published  
King George's telegram of congratulation  
to the Home Secretary on the termination  
of the London Dock Strike, big riots should  
break out in Liverpool and Glasgow, while  
the unrest among all sections of the labour-  
ing classes should be more pronounced than  
ever. Indeed the Old Country was never  
nearer to civil war than it was last week.  
There can be little doubt that the pander-  
ing of the present Government to the  
working classes. In order to get their votes  
has had a good deal to do with the present  
disorders: that and Mr Lloyd George's  
deliberate stirring up of these hatreds during  
the recent agitation against the House of  
Lords. Of course at all times of national  
unquiet the Government in power is bound  
to be freely criticised, but there can be  
little doubt that many of the hard things  
now being hurled at the present adminis-  
tration are fully deserved.

When the future historians of England  
come to write the history of the present  
day will they note, I wonder, the signifi-  
cant fact that the strikes in London, Liver-  
pool, Glasgow and elsewhere broke out  
immediately after the passing of the Parlia-  
ment Bill, by which the old Constitution  
of the country was abrogated and the lead  
given over to the wills and wishes of the  
representatives of a single chamber? We  
live, I know, too close to the light to be  
able to grasp the full significance of all that  
is happening, under our very noses. We  
are confused by the mass of detail and so  
fail to grasp the broad outlines. Yet some-  
times there are that can see below the surface  
of things and can trace the real causes which  
underlie the present turmoil. Such an one  
— a Labour leader by the way — writes to  
the *Morning Post*. He says:—

"In the last two years we have seen  
shipyard workers, miners, railway men,  
and others in almost constant conflict, not  
only with their employers, but with their  
own chosen leaders. We have seen a  
deplorable growth of indiscipline in some  
of our strongest trade unions. Terms  
secured, accepted, and recommended by  
old and experienced Labour leaders have  
been scornfully rejected by the men. Agreements  
have been torn up. Collective  
bargaining has been almost reduced to a  
farce in some of our best organised  
trades. Among our transport workers,  
dockers and seamen — unskilled and mainly  
unorganised men — we have a big revolt  
against existing labour conditions. In the  
coal trade a huge national strike, involving  
a million men directly and many millions  
indirectly, is looming large. In the mine-  
and workshops, on the docks, ships,  
and railways, there is unparalleled discon-  
tent. Why? Briefly, the facts are these:—

seven years out of the last ten, real  
earnings have gone down. In many of our  
industries a speeding-up policy has been  
adopted whereby men do their work in less  
time and for less money than formerly.  
Resting times on pay have been knocked  
off. Men are rushed while a job is on  
hand, then suspended and their pay stopped  
the moment the job is finished. All round  
there is hurry-scurry — less pay, more  
fatigue, more accidents. There is more  
unemployment. Although three times as  
many of our workers are emigrating as was  
the case ten years ago, there is far more  
intermittent employment, far more casual  
employment, far more real unemployment  
among those remaining at home. After  
two generations of steady improvement in  
labour conditions, down to the closing  
years of the Nineteenth Century, we have  
now, in the Twentieth Century, pronounced  
retrogression. In the last half dozen  
years we have gone backward with a swing.  
And on top of it all we have more taxes  
upon our petty luxuries, such as beer,  
spirits, and tobacco, and we have higher  
cost of necessities. Such is the situation.  
How has it been brought about?

First it is necessary to observe that the  
well-being of labour depends upon the  
welfare of industry. If British industry is  
not flourishing, British labour cannot  
prosper. Our commerce may be vast,  
our imports and exports may be prodigious,  
our foreign trade may tower  
above that of any other country for a  
time; but unless our industries — our pro-  
ductive industries — our agriculture and  
manufactures — are progressive, it is not  
well with us. We cannot live for ever by  
buying and selling — by importing and ex-  
porting. We must produce things or  
perish. If we are developing into a nation  
of merchants and dockers, at the expense  
of our productive industries, we are going  
the wrong way. And, as a matter of fact,  
our great and essential productive indus-  
tries are stagnant. In agriculture and  
manufactures we are failing to keep pace  
with the growth of population or the  
growth of demand. An increasing pro-  
portion of the things we need we get from  
abroad. While our fields and factories are  
neglected, more of our food and com-  
modities come from abroad. More and  
more of our skilled agricultural labourers  
and mechanics have to emigrate or swell  
the ranks of badly employed and badly  
paid dockers. In the last two census

periods the number of persons employed  
in our agricultural, textile, and metal  
trades — our three chief branches of pro-  
ductive and skilled industry — declined by  
173 per 10,000 of the population. And  
that in spite of the fact that 2,000,000 of  
our people emigrated in the twenty years.  
In a word, we are seriously falling to pro-  
vide employment for our people. The  
total national wage fund available from  
productive industry is seriously diminish-  
ing. And why? Our productive industries  
are failing to hold their own because  
they are untidy — taxed. For workers  
employed and per ton produced the  
industries of great Britain are taxed more  
heavily than those of another country.  
We could stand this at a time when we had  
no formidable rivals; but now, with keen  
competitors on every hand and with the  
cheapening of ocean transport, we can no  
longer face it successfully. More taxes are  
wrung out of the food, drink, and tobacco  
of our workers than out of those of any  
other country, and when to these are added  
rates and taxes upon property and income  
we have a load of taxation upon production  
and producers not tolerated elsewhere.  
We are handicapped not only by tariffs  
abroad, but by positively extravagant  
taxes at home. While this is so we have  
no protection from outside competition,  
and the whole evil is being aggravated by  
more and more costly "social reforms."

It is not remarkable that this recent  
worsening of labour conditions — reduced  
earnings, higher taxes, more unemploy-  
ment, greater cost of living, and more  
general discontent — has coincided with the  
turning of trade unions into political  
associations and the advancement of Socialis-  
tic legislation? We have got our non-  
contributory Old Age Pensions, our one-  
sided Compensation Acts, our Eight Hours  
Act, our Trade Boards Act, our Labour  
Exchanges, and such like — and we have  
got more poverty. We have piled more  
taxes upon industry without doing anything  
to enable industry to hold its own in the  
competitive race and earn the taxes, and  
for our folly we are paying the penalty  
in "withering agriculture, waning man-  
ufactures, and diminishing employment  
and wages. We have put a Labour  
Party in Parliament at the expense of  
trade unionism, and now we have the  
spectacle of our unions losing control  
of labour affairs and unable to improve the  
wages or conditions of their members.  
Leaders have gone to Parliament; they have  
engaged in political work while the  
machinery of the unions has got out of  
gear; these leaders have lost touch with  
the rank and file, they enter into negotia-  
tions with employers lacking full knowledge  
of the men's grievances, they make bad  
bargains, and these bargains, the men are  
repudiating. Much of the discipline  
manifest in our miners' and mechanics'  
unions lately inattributable to the political  
work of the leaders. The Eight Hours  
Act for example, is at the root of many of  
the existing troubles in the coal trade. We  
have long been committed to a policy of  
labour protection by legislation; we have  
now got to protect that industry upon  
which labour depends, or all our efforts at  
social reform, and all our agitations, will  
prove unavailing."

As I write the situation is still simmering  
with possibilities of greater trouble, though  
the unexpectedly firm attitude of the  
Government has rather disconcerted the  
Labour leaders. As one said after the last  
interview with the Home Secretary, "when  
it was announced that the troops were  
under orders to protect the railways, the  
postal service, etc., 'We did expect the  
Government to keep neutral and let us  
fight it out to the finish.' This gentleman,  
like many others of his class, had reckoned  
on the same weak-jointed complaisance on  
the part of Mr Winston Churchill as  
prevented the calling out of legitimate  
force to preserve order until the riots at  
Tonypandy had ceased."

A. D. R.  
The Suffragettes have triumphed in  
the capital of British Honduras, the City  
Council having granted women the right to  
vote. At a meeting the following resolution  
was unanimously adopted:—"In the  
opinion of this Council the right to vote  
for the election of members of the town  
board of Belize should be extended to such  
women as are possessed of the necessary  
qualifications by ownership or occupation  
of property and are only disqualified from  
voting by reason of their sex."

COUGHING INTO  
CONSUMPTION

"Only a Cough," but you stop  
it while it is ONLY a cough.

**METABOLIZED  
COD LIVER OIL  
COMPOUND**

The finest preparation, made  
for combating severe coughs.  
CURES any cough that is  
only a cough. Very palatable.  
OF ALL CHEMISTS.  
Prices: \$1.25 and \$2.25.

## Intimations.

G. R.

PUBLIC WORKS DEPARTMENT.

N.O. S. 233.—It is hereby notified that  
SEALED TENDERS will be received  
at the Colonial Secretary's Office until  
Noon of FRIDAY, the 15th September,  
1911, for the letting of the whole or part  
of the third (top) floor of the New Govern-  
ment Office.  
Particulars of the accommodation to be  
let and the conditions of lease, which  
will be from the 1st of October, can be  
ascertained at this Office.  
Each tender should bear on the cover  
"Tender for Lease, New Government  
Office" and must be accompanied by a  
receipt to the effect that the tenderer has  
deposited in the Colonial Treasury a sum  
of two hundred and fifty dollars (\$250) as a  
pledge of the bona fides of his offer which  
sum shall be forfeited to the Crown if the  
tenderer refuses to carry out his tender  
and comply with the conditions, should the  
tender be accepted.  
The Government does not bind itself to  
accept the highest or any tender.  
W. CHATHAM,  
Director of Public Works.  
Hongkong, September 1, 1911. 1127

## THE

## PALACE THEATRE

MOUNT AUSTIN.

## GRAND VARIETY

## ENTERTAINMENT

SATURDAY, 16th SEPTEMBER.

IN AID OF MILITARY CHARITIES.

RESERVED SEATS.....\$2.

UNRESERVED.....60 cents and 30 cents.

BOOKING AT MOUTRIE'S.

Hongkong, September 5, 1911. 1140

## NOTICE.

WE have this Day transferred our  
AGENCY in Hongkong and Canton  
to Messrs DODWELL & CO., LTD., who  
are hereby authorized to sign as Agents all  
documents relating to the business of the  
Company. The Office will continue to  
be for the time being in ALEXANDRA  
BUILDINGS.  
**THE CHINESE ENGINEERING &  
MINING COMPANY, LTD.**  
Hongkong, September 1, 1911. 1121

## NOTICE.

HAVING this Day been appointed  
AGENTS for THE CHINESE  
ENGINEERING & MINING CO., LTD.,  
in Hongkong and Canton, we request that  
all communications relating to their busi-  
ness be addressed to—  
**DODWELL & CO., LTD.,**  
Agents,  
THE CHINESE ENGINEERING & MINING  
CO., LTD.,  
Alexandra Buildings,  
Hongkong, September 1, 1911.  
1122 DODWELL & CO., Ltd.

## THE EQUITABLE LIFE ASSURANCE

## SOCIETY OF THE UNITED STATES.

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS, HONGKONG.

**J. T. HAMILTON, GENERAL MANAGER**  
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910...\$3,849,715,823

Surplus.....\$5,095,469

Dividends to Policyholders.....10,375,157

1910.....\$3,439,360

Total Expenses for 1910.....10,392,032

Gross earnings from Interest.....21,646,528

and Reins for 1910.....4,487

Gross rate of Income from  
Investments 1910.....727

Hongkong, May 30, 1911.

**YEE SANG FAT.**

OPPOSITE OLD POST OFFICE.

**TAILORS' AND OUTFITTERS.**

## New Stock

ENGLISH-MADE

Trunks, Suit Cases, Kid

Bags, Dressing Cases,

(Silver Fittings).

LADIES' HAT CASES.

BATH ROBES. BATH MAT.

COLOURED SHIRTS.

AND

LEATHER SHIRT CASES.

Hongkong, Sept. 20, 1910. 1847

**SWATOW WARRONG & CO.,**

13, QUEEN'S ROAD CENTRAL,  
HONGKONG.

MANUFACTURERS OF  
Swatow Hand-made Drawn Work  
and Canton Embroidery, etc., &c.

GENERAL EXPORTERS.

WHOLESALE & RETAIL.

LADIES' TAILORS.

**LAU PING KEE CO.**

CIGARS, CIGARETTES, TOBACCO.

USED POSTAGE STAMPS AND  
PICTORIAL POST CARDS.

CHINESE CURIOS & PORCELAIN.

**KWONG CHEONG.**

GOLD AND MONEY CHANGER.

No. 16, Queen's Road Central,  
HONGKONG.

Hongkong, May 27, 1911. 718

## Intimations.

**EYESIGHT****TESTING**

no longer consists entirely of placing  
measurable lenses before one's eyes  
until the patient becomes so confused  
that accuracy is practically impossible.  
Our testing room is finished in dead  
black and is fitted with instruments  
that accurately measure eye defects.  
We supply you with right-seeing,  
right-fitting glasses.  
We guarantee every pair.

**CLARK & CO.**  
SCIENTIFIC OPTICIANS  
107 BLOCS, CHATER RD.  
HONGKONG

Hongkong, February 14, 1911. 77

**HOME-MADE MINERAL****WATERS.**

BETTER THAN FACTORY-MADE.

Why continue purchasing  
factory-made Mineral  
Water? Make your own  
Mineral Water at home  
at a cost of 90 cents a  
dozen Syphons. Then  
you KNOW the water is  
pure, and contains no  
disease germs. With the  
"PRANA" SPARKLET SYPHON  
and a dozen Bubs you  
can make a dozen  
Syphons of delicious  
Mineral Water, and the  
cost less than if you buy  
factory-made Mineral  
Water. All Chemists  
and Stores sell "Prana" Sparklet Syphons  
and Bubs.

Price of Syphons.....\$3.00 each.

Bubs.....0.90 per box.

Wholesale Price:—

Syphon per dozen.....\$18.00 f.o.b.

Bubs per doz. boxes.....\$ 8.00 f.o.b.

**KWONG SANG HONG, LTD.,**  
Wholesale Agents,  
246 and 248, Des Vœux Road Central,  
HONGKONG.

行 豐 廣

司公限有行生廣港香

Hongkong, March 1, 1911. 294

**JAPANESE MAKERS.**

EVERY KIND  
OF  
Footwear  
MADE  
TO  
ORDER

**CHERRY & CO.,**  
35, WELLINGTON STREET.

Hongkong, May 5, 1910. 578

**JEYES****FLUID**

SOLE AGENTS,  
**W. G. HOMPHERYS & CO.,**  
SAKE BUILDINGS.

Hongkong, May 18, 1908.

**SINGON & CO.**

ESTABLISHED A.D. 1890.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail. Ironmongery, Pig, Lead and  
Foundry Castings Importers. General Store-  
keepers and Shipchangers. Nos. 35 and  
37, HING LON STREET, (2nd Street, west  
of Central Market) Telephone No. 516.  
Hongkong, September 4, 1909. 124

**CHINA MAIL****Washing Books.**

Price.....30 cents.

**Hongkong Steel Foundry Company.**

Specialists in the Manufacture of

**Best Cast Steel Castings.**

Every Description of Castings for

**Shipbuilders, Engineers, Railways,**

AND **Machinery**

ALL CLASSES OF **High-Grade Castings.**

**GORDON & Co., General Managers, Hongkong.**

## GEO. P. LAMMERT AUCTIONEER.

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by Public Auction, on

**SATURDAY,**

the 16th September, 1911, commencing at 2.30 p.m., at his Sales Rooms, DUNDRELL STREET, A NEW CONSIGNMENT OF FINE QUALITY SUIT LENGTHS. (Suitable for Autumn and Winter Wear). N.B.—The above are of the best English manufacture only.

Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, September 9, 1911. 1155

## Hughes & Hough

General Auctioneers and Brokers.

PROPRIETORS "10-Kwa-Wan" Coal Storage.

20, 13 and 14-Kil Gold Watches by well-known American and English makers, Diamond, Sapphire and Ruby Rings, Bracelets, &c., &c., Sextants, Binoculars, Barometers, Surgical Instruments, Mandolins, Violins and Clarinets, &c., &c., &c.

A number of Pairs of Lady's and Children's Boots and Shoes, and a large assortment of Books.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, September 12, 1911. 1169

## TYPHOON SIGNALS.

### STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Matheron on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point downwards indicates a Typhoon to the South-East of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downwards indicates a Typhoon to the South-West of the Colony.

A BELL indicates a Typhoon to the West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

### TYPHOON SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

THE FOLLOWING Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H. M. S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a "Cone" will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock, Aberdeen, San Eli Wan, Stanley, Sai Kung, Cape Collinson, She Tau Fai, Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given. Ocean Vessels, on demand, by signal, fix the light houses.

F. C. FROST, Director.

## Auctions.

### PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the lotting by Public Auction Sale, to be held on MONDAY, the 18th day of September, 1911, at 11 a.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Green Rent, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

| Particulars of the Lot.   | Boundary Description. | Area. | Value. |
|---|-----------------------|-------|--------|
| Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. | ...                   | ...   | ...    |

## CHEONG HING.

HAS ALWAYS ON HAND A LARGE ASSORTMENT OF CURTAINS, PORCELAIN, JADESTONES, AND SILK EMBROIDERIES.

### INSPECTION SOLICITED.

HONGKONG, No. 39, QUEEN'S ROAD CENTRAL.

Hongkong, October 13, 1910. 1268

**CHEN KWONG & CO., LD.**

### GENERAL IMPORT & EXPORT.

### CANTON'S LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes, Makers of Jewellery, Lacquerware, Ironmongery, Wine and Spirits, Foreign Cloth for gentlemen made to order by our own tailors. Large assortment of Chinese Silks and Foreign Goods of every description. All goods sold at reasonable prices. The Cheapest and Best place in Canton to buy Chinese and Foreign Goods. SUP PAT POO STRM. L. CANTON. Tel. No. 1406. Canton, August 1, 1911. 979

## NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin. Those who intend learning the Chinese language are requested to write to him of China Mail office or direct to 27, Hollywood Road, 1st floor. Hongkong, December 24, 1910. 1236

## THE CHINA MAIL COLOURED

### TYPHOON

### MAP

Showing tracks and daily progress of the big Typhoons during the last twenty years.

MOUNTED ON CARDBOARD AND TAILED FOR HANGING.

Price 20 Cents.

From the CHINA MAIL OFFICE.

## 'Want' Advertisements

PREPAID \$1 per inch. 3 insertions. \$2 " " " One week.

### WANTED.

SOBER EUROPEAN RUNNER. For a First-class Hotel. Apply to: A. B. C., c/o CHINA MAIL Office, Hongkong, September 13, 1911. 1174

### WANTED.

FROM 1st November, FURNISHED HOUSE containing Five or Six Rooms; Park district or higher levels. Apply to: X., c/o CHINA MAIL Office, Hongkong, September 13, 1911. 1172

### WANTED.

FOR British North Borneo two experienced CHINESE DRAUGHTSMEN for Survey Department. For particulars apply to: GIBB, LIVINGSTON & CO., Hongkong, September 11, 1911. 1163

### FOR SALE.

A Modern Price 40 acres of LAND in the Colony suitable for chicken raising or raising pigs or cattle. Apply to: W., c/o CHINA MAIL Office, Hongkong, August 12, 1911. 1035

### FOR RENT.

PREMISES on the BARRIST CONCEPTION, SHAMEN, CANTON, suitable for business, and/or living quarters. Repairs and alterations will be made to suit tenant. Apply to: CHINA-BAPTIST PUBLICATION SOCIETY, CANTON. Canton, June 14, 1911. 787

## MILNERS' SAFES

AS SUPPLIED TO THE PRINCIPAL BANKS AND BUSINESS HOUSES.

GEO. P. LAMMERT, Agent.

Hongkong, May 20, 1911. 650

## FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 7, 1910. 734

## WEEKLY NEWS

### FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at home.

Price \$14 per annum including postage.

THE CHINA MAIL, Ltd.

6, Wyndham Street.

## THE LIVERPOOL RIOTS.

### A Day's Terrible Happenings.

London papers to hand give full details of the recent Liverpool riots which practically paraded the character of civil war. The special Liverpool correspondent of the Standard writing on August 15th gave the following graphic account of the happenings:—

The north end of the city is now in a state of revolt, and firing began at six o'clock this evening. One man, John Sutcliffe, aged 20, a carter, now lies in hospital, shot through the head. His condition is hopeless. Another, Doolan, aged 32, a dock labourer, lies shot in the thigh. His condition is not critical. Five prison vans guarded by two squadrons of the 18th Hussars were taking prisoners arrested in connection with the previous rioting up Vauxhall-street to Walton Prison. This street is entered by numerous side streets, which cut through a part of the district in revolt. In these side streets crowds were waiting ready for an attack on the prison vans. When the vans were passing through a section of Vauxhall-street a shower of stones rained on them from windows and roofs. The Hussars did not pause, but the foot police charged the mob with their batons. The rioters resisted, and the police being driven back the Hussars drew their firearms, and an eye-witness tells me that Sutcliffe was prominent in the stone-throwing mob. One Hussar fired his revolver right over the mob's head, and he still came on. The Hussar then shot him through the head. All this time the vans did not stop, and the Hussars, with their sabres drawn, continued at a trot, clearing a way through the mob under a hail of missiles. Many of the crowd rushed away up the side streets, re-entered Vauxhall-street higher up, and recommenced the attack. One man fell into the canal and would have been drowned but for two policemen who dived in and rescued him.

TERMINAL SCENES. Sutcliffe was taken to a surgery close by, and there a Roman Catholic priest brought from St. Silve's Church administered the last rites. The police ambulance which conveyed Sutcliffe and Doolan and a wounded policeman to the hospital was stoned on the way. It was Sutcliffe's sweetheart who identified him at the hospital. When I reached the scene Vauxhall-street was wide and roomy thoroughfare, shut on one side by a high black wall was deserted, but all the side streets were thronged with silent crowds of men, women, and children, armed with stones. All the house doors were open. Every house here is common property, and it is considered a public duty by the residents to keep all doors open in order that rioters may at any moment find a refuge.

There was a dead silence of immobility save for an occasional stone whizzing past the heads of the little troop of Pressmen and police. Then came a column of mounted police, riding slowly down the middle of Vauxhall-street; behind them eighty men of the Warwickshire Regiment and a strong force of foot police. They moved leisurely and quietly through a vast and gloomy silence till there came an outbreak of stone-throwing. They halted. The infantry grounded their arms, and Mr. John Lee, a magistrate, read the Riot Act, ife added, gravely:—

"For the sake of yourselves, your families, your country, and your King, depart."

This manoeuvre was repeated from point to point. The mob lurked in the side streets, and the rioters would fly when the troops of police came into play. We would wait till the policemen presently returned with a small army of lathered and bleeding prisoners. Sometimes the foot police failed to break the mob. Then the mounted police would deliver a thundering charge. The Warwicks would wait in batches with grounded rifles till the column was able to regain its formation. Then we moved on again and returned to the centre of the city to find the police headquarters guarded by a double line of guards.

Since I have been writing the silence has been broken by the tramp of troops. The Bootle and Sefton tramway services have been stopped by the mob who have placed hulks of timber across the lines.

I have when discovered that another man, Michael Prendergast, aged 34, a carter, was killed by the firing in defence of the prison wagon. Fifteen people are now in hospital as a result of the battle, two men—Miller and McGhee—suffering from gunshot wounds. More troops are being brought into the city.

## HONGKONG'S SLUMS.

### An English Medical Officer's Criticism.

In reviewing "A Traveller's Study of Health and Empire," by Dr. Francis Fremantle, County Medical Officer of Health, London, the L. and C. Express says:—

"Save only on the ground of its tardy publication, with the consequent loss in the freshness of much of its material, the volume before us may be heartily commended as a sane, readable, and very instructive review of an important subject. It is the result of an English county medical officer's 18 months' travel, principally in the countries of the Far East, starting in 1903, and is brought up to date where possible by the addition of available material. In order to study the wider problems of health and empire, in other climates, in other races, and under other systems of government, the writer spent a winter in plague service in India, passing on to visit Darnak, the Malay States, Singapore, French Cochinchina, Hongkong, Canton, Shanghai, Japan, and the seat of the Russo-Japanese war, then in progress. Physicians and surgeons in every hospital, workers in every laboratory, medical officers of health in every port and town unlocked the secrets of each place in turn, and as a result the traveller came home with a clear notion of the intricate machinery in use for the prevention of disease and illness, particularly in the Far East, and of the research work which has already accomplished so much but which has far wider fields before it. In addition, the author everywhere introduces much judicious and suggestive criticism, and concludes by earnest advocacy of various methods for the extension and strengthening of the Imperial health service. The future of our Empire will rest, it is said, on treaties, tariffs, and defence. These things are all well, but defence of health is as important as defence of territory. For disease is a deadlier foe than man; health and morals, as the writer truly remarks, give greater strength than armaments, although the two must for the present go together."

"After other comments, the Journal remarks:—

"Passing on, we find the handsome capital of the Federated Malay States taken as the text for a useful lecture on the healthy and economic planning of towns in advance. On the other hand, much criticism is reserved for Hongkong in this connection, the difficulty of housing there and the opportunity of town planning being carefully explained. Dr. Fremantle says:—

"Hongkong has been the kitchen which has sent out death and has damaged commerce for sixteen years throughout the civilized world, and the cooking pot in the Chinese quarters of the city of Victoria. It is hardly too much to say that, if the grossly insanitary conditions of this square mile or so of the earth's surface were to be abolished, the greatest danger to the world of future epidemics of plague would be entirely averted."

"It is only fair to add, as the author does later, that by degrees the worst conditions have been improved by the local authorities, though much remains to be done. The writer's great remedy for the Colony's ills is that Kowloon and the mainland should be developed into a business and residential city for the Chinese, and the slums of the island gradually abandoned; further, that the new city should be allowed to grow up only according to a pre-arranged plan. The author's suggestions to this end were apparently laid before the Government of the Colony after his visit, but he refuses to recognize the difficulties in the way of insuperable, and sticks to his plan."

## FOUND.

ON 4th September, a BROWN DUCK, straying at West Point, Apply to the Inspector on Duty, Central Police Station.

D. W. LYONS, Capt. Supt. Police, Hongkong Sept. 13, 1911. 1177

## NOTICE OF REMOVAL.

THE OFFICE of the Undersigned has been REMOVED to No. 4, DES VOUEUX ROAD next to the Hongkong and Shanghai Bank.

A. R. MARTY, Hongkong, September 13, 1911. 1178

## KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of MEMBERS will be held in the Club Pavilion on THURSDAY, 28th Sept., at 5.15 p.m.

T. CHIEF, Hon. Secretary, Hongkong, September 13, 1911. 1173

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

### MONDAY,

the 18th September, 1911, commencing at 11 a.m., at his Sales Rooms, DUNDRELL STREET, A QUANTITY OF GENT'S SHIRTS.

Comprising:—

Plated Dress Shirts with Soft Fronts, Coloured Shirts, Negligee Shirts, &c., &c., &c.

Also

An Assortment of English, American and French Boots and Shoes.

TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer, Hongkong, September 11, 1911. 1166

## THE NORTH POLE WAS FOUND BY COOK

And we have found a way for you to have a cool and pleasant afternoon.

That is by calling up 482 and letting us send you one of our Motor Cars.

Then go along the Beach, and over the Hills and get the Sea and Mountain air.

PHONE 482.

C. LAURITSEN, Managing Proprietor.

Dragon-Cycle Depot.

68, Des Vaux Road Central.

Hongkong, January 13, 1911. 28

## S. HANDA.

JAPANESE MASSAGIST.

No. 20, QUEEN'S ROAD CENTRAL.

HONGKONG.

Near the Old Post Office.

Hongkong, July 21, 1911. 935

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.45 p.m. Every 10 minutes.

2.45 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 9.10 p.m. Every 10 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

8.10 p.m. to 9.10 p.m. Every 10 minutes.

9.10 p.m. to 9.40 p.m. Every 10 minutes.

9.40 p.m. to 10.10 p.m. Every 10 minutes.

10.10 p.m. to 10.40 p.m. Every 10 minutes.

10.40 p.m. to 11.10 p.m. Every 10 minutes.

11.10 p.m. to 11.40 p.m. Every 10 minutes.

11.40 p.m. to 12.10 p.m. Every 10 minutes.

12.10 p.m. to 12.40 p.m. Every 10 minutes.

12.40 p.m. to 1.10 p.m. Every 10 minutes.

1.10 p.m. to 1.40 p.m. Every 10 minutes.

1.40 p.m. to 2.10 p.m. Every 10 minutes.

2.10 p.m. to 2.40 p.m. Every 10 minutes.

2.40 p.m. to 3.10 p.m. Every 10 minutes.

3.10 p.m. to 3.40 p.m. Every 10 minutes.

3.40 p.m. to 4.10 p.m. Every 10 minutes.

4.10 p.m. to 4.40 p.m. Every 10 minutes.

4.40 p.m. to 5.10 p.m. Every 10 minutes.

5.10 p.m. to 5.40 p.m. Every 10 minutes.

5.40 p.m. to 6.10 p.m. Every 10 minutes.

6.10 p.m. to 6.40 p.m. Every 10 minutes.

6.40 p.m. to 7.10 p.m. Every 10 minutes.

7.10 p.m. to 7.40 p.m

## SHIPPING.

1. Frisco Sept. 10.  
 2. Anchuria, L. Naki for Kobe Sept. 14.  
 3. Annapolis, L. Naki for Manila, Sept. 13.  
 4. L. Frisco Sept. 13.  
 5. Porla, L. Honolulu for Frisco Sept. 17.  
 6.

TOTO KISEN KAISHA.

America, Mary L. Honolulu for Y'hama,  
 Sept. 5.  
 Annyo Maru, L. Honolulu for Y'hama Aug.  
 28.  
 Annyo Maru, A. H.K. Sept. 5.  
 Chongkong Maru, L. Valparaiso Sept. 7.  
 Chongkong Maru, L. Y'hama for Honolulu, and  
 Mexico, Sept. 13.  
 Innyo Maru, A. Frisco Sept. 14.  
 Innyo Maru, L. Frisco Sept. 13.

OMURA SHOKEN KAISHA.

Ananada Maru, A. Y'hama from Victoria,  
 Sept. 10.  
 Niemiengo, Maru, L. Kobe, for Nagasaki,  
 Sept. 14.  
 Niemiengo Maru, A. H.K. Sept. 9.

NIPPON KAISEN KAISHA.

Anaxima Maru, A. Victoria from Y'hama,  
 Sept. 20.  
 Anaxima Maru, A. Kobe from Nagasaki,  
 Sept. 13.  
 Anaxima Maru, L. Victoria, Sept. 18.

ARCAN LINE.

Arcan Appear, L. H.K. for Straits and  
 Calcutta Aug. 21.  
 Arcan Appear, L. H.K. for S'pore &  
 Calcutta Aug. 21.  
 Arcan Appear, L. H.K. for Straits and  
 Calcutta July 30.  
 Arcan Appear, A. H.K. Aug. 19.  
 Arcan Appear, L. H.K. for Straits and Cal  
 cutta, Aug. 7.

— = Homeward  
 P. = Passed.  
 — = Outward.  
 H.K. = Hongkong.  
 — = Leave Lafe.  
 — = Arrive on Arrived.

The Editor would be grateful if Steam  
 Ship Company Agents would assist him in  
 keeping the above column up to date by  
 occasionally cutting out their list of  
 companies and sending same to this office  
 with corrections and additions.

**NORTH BRITISH & MERCANTILE**  
**INSURANCE CO.**  
WITH WHICH IS INCORPORATED THE  
**OCEAN MARINE INSURANCE CO.**

---

**TOTAL FUNDS at 31st December, 1910**  
£21,252,693.

|                        |              |
|------------------------|--------------|
| — Authorised Capital   | £8,000,000   |
| — Subscribed Capital   | £3,814,845   |
| — Paid-up Capital      | £1,687,897 5 |
| — Fire Funds           | 3,842,215 4  |
| — Life & Annuity Funds | 15,645,125 2 |
| — Sinking Fund Account | 82,225 2     |

|  |  |
|--|--|
| <p>Revenue Fire Branch ... 2,373,369 17<br/>         Life &amp; Realty Branches... 1,654,631 9<br/>         Other Receipts..... 843,314 10</p> |  |
| <p><b>\$2,971,315 21</b></p>   |  |
| <p>The Accumulated Funds of the Fire and Life Departments are free from Liability in respect to each other.</p>                                |  |
| <p><b>SHEWAN, TOMES &amp; CO.</b><br/> <i>Agents.</i></p>  |  |

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LONDON DIRECTORY  
(PUBLISHED ANNUALLY)

ENABLES traders throughout the World  
to communicate direct with English  
MANUFACTURERS & DEALERS  
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a complete commercial guide to London and  
its suburbs, the directory contains lists  
-EXPORT MERCHANTS  
with the Goods they ship, and the Colonial  
and Foreign Markets they supply ;  
STEAMSHIP LINES  
arranged upon the Ports to which they sail

**PROVINCIAL TRADE NOTICES**  
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Programmes, Menus, etc., etc.,  
Artistically Arranged and  
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Clean Proofs and prompt delivery  
guaranteed

10-1-1961

## To Let.

TO LET.  
ON OR ABOUT 1st MARCH, 1912.

SHOPS and OFFICES in ALEXANDRA BUILDINGS, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, August 22, 1911. 1110

## TO LET.

OFFICES on First Floor of HOTEL MANSIONS facing New Post Office. Apply to  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, August 11, 1911. 1033

## TO LET.

GODOWN No. 64, DUDELL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, September 1, 1911. 109

## TO LET.

GODOWNS, 95 & 96, PRAYA EAST.  
Apply to  
CHATER & MODY,  
Hongkong, December 6, 1910. 1474

## TO LET.

GODOWN No. 4, NEW PRAYA, Kennedy Town.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, September 1, 1911. 1052

## TO LET.

NO. 24, VICTORIA STREET, suitable for godown, etc., occupied by Vienna Cafe Co. Ltd.  
Apply to  
YEE SANG FAT & CO.,  
34, Queen's Road Central,  
Hongkong, June 29, 1911. 85

## TO LET.

GODOWNS, 157 to 155, PRAYA EAST.  
10, MACDONNELL ROAD.  
"CREGGAN," 38, THE PEAK.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, September 1, 1911. 9

## TO LET.

FLATS in NATAN ROAD, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.  
New and Commodious SHOPS, NATAN ROAD, Kowloon, immediate possession. Cheap Rent.  
Apply to  
HUMPHREYS' ESTATE & FINANCE CO., Ltd.  
Hongkong, March 23, 1909. 408

## TO LET.

NO. 57, PRAYA GRANDE, MACAO. BEACONSFIELD.  
OFFICES on Ground and 1st Floors, CHATEAU ROAD, (very central position). No. 9, BEACONSFIELD ARCADE (Shop).  
"KELLET CREST," No. 66, Peak. No. 7, DUDELL STREET, 1 Godown, HARTING and ROGATE, near the King's Park, Kowloon.  
"MERION," No. 9, the Peak, 6 Rooms; with use Tennis Court.  
FOR SALE, TOR OREST, at Peak, commanding magnificent view of the Harbour and surrounding islands.  
Apply to  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, Aug. 2, 1911. 16

E. C. WILKS,  
M. MECH E. AMNA.

CONSULTING ENGINEER AND SURVEYOR for Construction, Valuation and Assessment for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS,  
2nd FLOOR.  
Hongkong, May 2, 1911. 600

CAN YOU FIND A BETTER OFFER THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least in part.  
2. Security of Premiums, the smallest amounting to 10% of the sum insured, the largest amounting to 20% of the sum insured.  
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS give you these opportunities.

WHAT ARE THESE BONDS?  
They are shares in the London and Lancashire Assurance Corporation, Ltd., a company of the highest repute, and one of the most successful in the world. They are available at periods of 10, 20, 30, 40, 50, 60, 70, 80, 90, and 100 years, and at all other periods.

EASY PAYMENTS.  
We will sell you bonds of 10, 20, 30, 40, 50, 60, 70, 80, 90, and 100 pounds, and at all other periods, by instalments, and at all other periods.

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IS LAZINESS A DISEASE.  
An Easy Method of Overcoming Languor.

SIR Joseph Fayrer, in his book, "The Preservation of Life in India," points out that the "heat of the sun" is the direct cause of a high temperature in the shade may induce heat exhaustion, ardent fever, and other evils of a more insidious character, by injuring the nervous system, increasing irritability, depressing vitality, and affecting the internal organs, especially the liver.

Leaving out of consideration the serious conditions which are sufficient to prevent the sufferer attending to his duties, we are, nevertheless, brought sharply up when we consider the prevalence of decreased vitality, which manifests itself in a feeling of languor and reluctance to undertake anything involving either mental or physical activity.

"Laziness" is the epithet which those who are highly endowed with vitality invariably apply to those who exhibit the symptoms of this enervating and overmastering disinclination to exertion.

Laziness, however, the one thing they are not. How far their condition is due to a draining away of the phosphorus which, as Professor Tummelshof of King's College, London, has pointed out, "it is almost certain has an essential importance for the life of the cell and for the bio-chemical processes going on in it," has never been accurately determined. Then there is reason for supposing that it is due to this cause is proved by the fact that people who are languid and incapable of much exertion derive benefit from taking salts of phosphorus, in the same way as do sufferers from conditions in which these phosphorus salts are nearly always deficient in the body.

Great Medical Opinions.  
For lack of energy, which involves physical debility, "the best and most readily assimilable food is a combination of casein with glycerophosphates," as Dr. D. B. Jones has written in a paper, an abstract of which was published in the "Indian Medical Gazette" some little time ago.

For some years past he has obtained this combination in Sanatogen, which, as most people now know, is a chemical combination of the pure casein or the body-building element of milk, with glycerophosphates of sodium. The phosphorus in this food is wonderfully invigorating and revitalising preparation in exactly the same form as that which it is found in the nervous system. It is, therefore, easily assimilated, and affects a rapid improvement in the general condition. Sir William Gowers has pointed out, phosphorus notably increases the proportion of the red cells in the blood.

It must be clearly understood that the phosphorus needed in these cases is not the kind of phosphorus which is supplied in the form of Sanatogen and must be regarded as a food, not as a medicine, since it supplies an element which is notably deficient in the body.

When Sanatogen is taken, the sufferer is rapidly restored to normal vigour and vitality. He is soon able to resume his duties with alacrity, and to perform them without fatigue.

Sir Gilbert Parker's Advice.  
This restoration of energy by means of Sanatogen has been attested by many thousands of people, both in the tropics and in England. This striking statement on the subject is made by Sir Gilbert Parker, M. P. "I have used Sanatogen at intervals since last autumn with extraordinary benefit. It is, to my mind, a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the overworked body and mind."

His accurate definition of Sanatogen's power to increase the energy and give fresh vigour to the overworked body and mind cannot fail to make a notable appeal to all residents in China who are so prone to suffer from these conditions, which are begotten by the enervating climate. By revitalising the blood and improving its quality, as well as by increasing the tone and strength of the whole nervous system, Sanatogen will also increase their stock of health, and make them better than they have ever felt in their life, for that is the common experience of those who take the preparation.

Sanatogen has been the subject of written endorsement of more than 14,000 doctors, among whom are the physicians to ten crowned heads of Europe, including Dr. Ott, who was for many years his late Majesty's physician at Maribad. "An exceedingly interesting pamphlet, 'How to keep well in Tropical climates,' which contains further information on this subject, and on others of vital importance to all residents in China, will be sent free, to all mentioning the China Mail, on application to Messrs. A. S. Watson & Co., Hongkong, from whom also Sanatogen can be purchased. Sanatogen may be obtained of all Chemists."

OUR SCOTTISH LETTER.  
(From Our Own Correspondent.)

EDINBURGH, August 22.

THE STRIKE FEVER.  
The Scotland fortunately escaped the worst of the labour troubles. The shipping strike affected us, of course, but compared with other parts of the country, we were only touched by its fringes. The Glasgow Tramwaymen made a demonstration, and after some disturbances they gave in on the third day. The railway war was a greater menace, the whole industry of the country might have been stopped, yet it passed off after a few hours of anxiety. Indeed, so far as we in Scotland are concerned, most of the strikes were practically ended before they were well begun.

There was an element of the dramatic in the way the railway strike reached us. No one expected it to extend beyond the Tweed. The man had not shown any discontent or held any meetings. Yet in an hour a number of trains were held up through the engine drivers leaving their work.

This was not legal, of course, the question is whether the drivers will escape punishment for their interference with the rights of the travelling public. It is pretty certain that, in an anxiety to smooth matters out, their offence will be condoned.

The strike here was the work of a minority of the men, and these the younger and less responsible. They were led by agitators from the South, and ruled the older and more experienced men in the few meetings held. The thousands were overborne by the more prudent. Those who came out were not influenced by local grievances, their action was of a "sympathetic" character. They showed no enthusiasm, they merely acted in loyalty to their Union. Happily, the stoppage was of slight duration and there was no objectionable picketing or rioting.

## SCOTTISH PRESS ON THE STRIKE.

The press of Scotland, irrespective of politics, condemned the strike. The doctrine of "the right to strike" is said, "must be subjected to re-examination and brought under stringent legal enactment when it threatens the security of the State, as it does when the whole, or any essential part of the railway system is arrested." The railway system, argues the "Radical Dundee Advertiser," constitutes the spinal cord of our modern civilisation; let it be seriously injured, and a paralysing effect is produced on the nerves of our national life. The "Unionist Glasgow Herald" says: "Society cannot allow any one of its sections, no matter what its claims may be, to arrogate the nineteenth century. The most signal achievement of past hundred years has been the improvement in the means of locomotion. In a very real sense the modern world rests on the steamship and the locomotive."

The right implied in the action of the strike leaders to arrest the vast machine and impose an arrogant refusal between the men and their means of livelihood is one that brutally negates all our civilisation. The whole of the Scottish newspapers take the same stand, voiced in more or less strong language; and their views may be summed up in one sentence from the "Glasgow Herald": "This railway strike has brought us face to face with rudimentary principles, and the first of them, lying at the source of civilised life, is that the public good is the supreme law."

## MARCH OF THE LONDON SCOTTISH.

The week's march of the London Scottish in the West Highlands, from Oban to Glasgow, was a complete success. They did everything for themselves, and everything well. A military correspondent, writing from the front, says: "For the first time in a large and varied experience of soldiering, I find a territorial corps which can march, overcome transport difficulties, feed itself, prepare its own camps, and clean up properly afterwards." He adds that few if any corps will imitate the Scottish, because such work is only possible in a regiment where camaraderie is especially strong, and men occupying high positions in banking and commercial life are not ashamed to do the drudgery of cooking and camp scavenging. There was only one break down; it need scarcely be said it occurred in the transport department, and from no fault of the officers and men. The motors worked all right, it was the horses intended from Glasgow that were unable to do the work. Here the grand esprit de corps of the Scottish again exhibited itself: they spent hours upon hours at the halting ropes, and never a word of grumbling. At the close of the march, the colonel declared, "No more horse transport for us."

The railway strike caused a considerable amount of inconvenience to the regiment. They had arranged to travel on Saturday night from Glasgow to London; but the railway officials could not guarantee trains. The situation was awkward, as most of the men were due at business in London on the Monday. Fortunately, by dint of telegraphing here and there, it was discovered that the Carron Company had two steamers available on the Forth, and the regiment left Glasgow at midnight on Saturday, sailed to Falkirk, marched to Grangemouth and there embarked on the steamers for the Thames.

## THE FUTURE OF GLASGOW.

A writer in the Evening News dealing with the prospects of Glasgow, says that industrial enterprise, as represented by manufacturing, is checked in Glasgow. Its future, if one can define it, is that of a huge warehouse, a great distributing centre, with the Clyde doing, as always, a great deal more for the Western City than the railways. More and more industry has gone beyond the borders of the City proper, spreading down both banks of the Clyde; and the use of electric motive power is tending to lessen the gloom that falls over Glasgow like a pall.

## MR. CARNEGIE.

It has been decided that the illuminated address to be presented to Mr. Carnegie in Dunfermline on September 15, when there will be present all the Lord Mayors, Lord Provosts, Provosts, and Mayors of the cities and towns of which he has the freedom, should take the form of an album. As many portraits as can be secured of the civic chiefs will be reproduced in the album. Dunfermline Public Library was the first institution of the kind presented by Mr. Carnegie.

## AMONG THE GROUSE.

There were no record bags of grouse on the moors on the Twelfth, the birds were too strong on the wing; but the average was higher than for many years past. The largest bags to date are reported from the Hargrove party at Gaik, Inverness, 530 brace on the opening day and the Monday; and Mr. Macdonald and party on Overhills Moor, Mid-Lothian, 505 brace on Twelfth, and 209 on Monday.

## SCOTTISH POETRY.

An Edinburgh poetess, Margaret Blackie, has produced a volume of "Songs by the Way," which may be described as out of the ordinary, fresh, and arresting. One of the many original points of view presented is that in the poem called "Brothers." Some of us have ventured to sympathise with the brother of the Frodgar; but which of us has held any but the most stereotyped opinion of those earlier brothers, Cain and Abel? The authoress, however, has her own ideas, and sings—

Cain, my brother, my elder brother,  
Hearken, I cry to thee:  
Pardon me for thy fault, O brother, pardon me.  
Mine was the sin, now mine the pain,  
Brother Cain.

Of in the fold, at the fold, my brother I lugged thee in,  
Taunted thee in my pride, O brother, (Pardon me)  
Pardon the sin of my disdain,  
Brother Cain.

## MISCELLANEA.

A marriage has been arranged between Edward Ritchie Morris, of Shanghai, and Mary Forrester, daughter of J. Forrester of Bongsira, Kiangbrightshire.

The King is at present at Moy Hall, Inverness-shire, where he is the guest of The Mackintosh of Mackintosh.

Steady and rapid progress is being made with the Admiralty works at Rosyth, and the contractors are at present, favoured by the fine weather, far ahead of scheduled time.

The late Lieutenant-Colonel Home-Drummond of Blair Drummond and of Ardoch, Perthshire, at one time of the Scots Guards and formerly M.P. for Perthshire, has left estate of the gross value of £308,000. In the inventory of the estate, the value of two portraits by Gainsborough and Reynolds is not shown, as it is claimed that these being works of art of national and historical interest are exempt from death duties.

## THE LORRAINE AID.

The other day I was dictating some magazine stuff to a new typewriter, who seemed to take more than a perfunctory interest in what she was doing. I asked her if she ever did any writing, herself, to which she replied, in a tone which combined the pride of authorship with the disappointment of non-publication, "Yes, Sir, I once wrote a tale about a dog, but it didn't get any further."

On the evening of July 6th the staff of Messrs. C. Arthur Pearson, Limited, celebrated the twenty-first anniversary of the founding of that business by giving a dinner at the Imperial Restaurant to Mr. and Mrs. C. Arthur Pearson.

The Man Who Gets There  
Is the man who has blood—  
Real rich red blood and  
Plenty of it in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

## OF ALL CHEMISTS

Prices: \$1.25 and \$2.25.

## His Britannic Majesty's Ships on the China Station.

| Name        | Class                  | Tons   | Guns | Tall F. | Commander                      | Last report at |
|-------------|------------------------|--------|------|---------|--------------------------------|----------------|
| Alcort      | dispatch-vessel        | 1700   | 12   | 2000    | Comdr. Lowndes                 | Wahaiwei       |
| Astrak      | cruiser, 2nd class     | 4360   | 10   | 7000    | Captain E. B. Kiddle           | Wahaiwei       |
| Atlas       | Admiralty tug          | —      | —    | —       | Master W. West                 | Hongkong       |
| Drumblie    | river gunboat          | 710    | 2    | 900     | Lt.-Comdr. B. G. Washington    | Wahaiwei       |
| Belmont     | river gunboat          | 710    | 2    | 900     | Lt.-Comdr. J. M. Barker        | Shanghai       |
| Cadmus      | sloop                  | 1070   | 6    | 1400    | Comdr. H. Lynes                | Hongkong       |
| Cherub      | water tank and tug     | 300    | —    | 300     | Master H. Smith                | Hongkong       |
| Clio        | sloop                  | 1070   | 6    | 1400    | Comdr. H. R. Veale             | Hongkong       |
| Fano        | torpedo boat destroyer | 580    | 6    | 5700    | Lt.-Comdr. H. S. Monroe        | Wahaiwei       |
| Flora       | cruiser, 2nd class     | 4360   | 10   | 7000    | Capt. J. Nicholas              | Colombo        |
| Handy       | torpedo boat destroyer | 275    | 6    | 4000    | Lt.-Comdr. Hon. Guy Stopford   | Hongkong       |
| Hart        | torpedo boat destroyer | 275    | 6    | 4000    | Lt.-Comdr. Hon. Guy Stopford   | Hongkong       |
| Janus       | torpedo boat destroyer | 280    | 6    | 3900    | Lt.-Comdr. M. B. R. Blackwood  | Wahaiwei       |
| Kent        | cruiser, 1st class     | 9000   | 14   | 22,000  | Capt. St. John Farquhar        | Hongkong       |
| Kiusha      | river gunboat          | 618    | 4    | 1200    | Lt.-Comdr. T. J. S. Lyns       | Yangtze        |
| Merlin      | sloop                  | 1040   | —    | —       | Comdr. B. O. M. Davy           | Lahau          |
| Minotaur    | cruiser, 1st class     | 14,800 | —    | 27,000  | Capt. Cayley                   | Wahaiwei       |
| Monmouth    | cruiser, 1st class     | 9800   | —    | —       | Capt. L. E. Power, M.V.O.      | Wahaiwei       |
| Mourne      | river gunboat          | 180    | 2    | 800     | Lt.-Comdr. G. P. Leith         | Hongkong       |
| Newcastle   | cruiser, 2nd class     | 4800   | —    | —       | Capt. G. E. P. Hunt, D.S.O.    | Wahaiwei       |
| Nightingale | river gunboat          | 85     | 2    | 240     | Lt.-Comdr. C. H. Woodward      | Yangtze        |
| Otter       | torpedo boat destroyer | 350    | 6    | 6300    | Comdr. C. L. Lambie            | Wahaiwei       |
| Rosario     | depot ship, submarine  | 920    | —    | 1400    | Lt.-Comdr. N. E. Archdale      | Hongkong       |
| Robin       | river gunboat          | 85     | 2    | 240     | Lt.-Comdr. C. A. O. Douglas    | West River     |
| Sandpiper   | river gunboat          | 85     | 2    | 240     | Lt.-Comdr. Maurice B. Leslie   | Yangtze        |
| Saipo       | river gunboat          | 85     | 2    | 240     | Gunner E. J. Trillo            | Hongkong       |
| Saku        | torpedo boat destroyer | 350    | 6    | 6300    | Commodore C. J. Eyles          | Hongkong       |
| Tamar       | receiving ship         | 4650   | 6    | —       | Lt.-Comdr. R. J. Buchanan      | Yangtze        |
| Teal        | river gunboat          | 180    | 2    | 800     | Lt.-Comdr. M. B. Hamilton      | Shanghai       |
| Thistle     | river gunboat          | 710    | 2    | 900     | Lt.-Comdr. H. D. Adair-Hall    | Wahaiwei       |
| Vingo       | torpedo boat destroyer | 325    | 6    | 6300    | Lt.-Comdr. Hancock             | Singapore      |
| Whiting     | surveying ship         | 620    | —    | 450     | Lt.-Comdr. G. B. Hartford      | Wahaiwei       |
| Widgeon     | torpedo boat destroyer | 360    | 6    | 6000    | Lt.-Comdr. B. R. Brooke        | Yangtze        |
| Woodcock    | river gunboat          | 150    | 2    | 800     | Com. M. H. Wilding             | Upper Yangtze  |
| Woodcock    | river gunboat          | 150    | 2    | 800     | Lt.-Comdr. G. F. A. Mulock     | Upper Yangtze  |
| 38          | submarine              | —      | —    | —       | Lt. C. Godfrey Herbert         | Hongkong       |
| 37          | submarine              | —      | —    | —       | Lt.-Comdr. A. A. L. Fenner     | Hongkong       |
| 38          | submarine              | —      | —    | —       | Lt.-Comdr. J. R. A. Codrington | Hongkong       |

Flagship of Vice-Admiral Alfred L. Winslow, R.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

| Name.                 | Flag and description.        | Tons.  | Guns. | H.P.   | Captains.                        | Last report at     |
|-----------------------|------------------------------|--------|-------|--------|----------------------------------|--------------------|
| Kaiser Franz Joseph I | Austro-Hungarian cruiser     | 4000   | —     | —      | Capt. Alfred Cicoli              | Amoy               |
| Acheron               | French armoured cruiser      | 1830   | 10    | 1700   | Lieut. Bertrand                  | Saigon             |
| Alger                 | French cruiser               | 3420   | 22    | 5100   | Capt. Delons                     | Saigon             |
| Alouette              | French gunboat               | 508    | 7     | 400    | Commander Badin                  | Saigon             |
| Argus                 | French river gunboat         | 180    | 6     | 370    | Lieut. d'Estienne                | Canton             |
| Caronde               | French gunboat               | 150    | —     | —      | —                                | Saigon (Reserve)   |
| Comete                | French gunboat               | 500    | 6     | 500    | Comdr. J. Gervais                | Saigon             |
| Decade                | French gunboat               | 445    | 10    | 1000   | Lieut. de Linars                 | Saigon             |
| Dupetit-Thouars       | French armoured cruiser      | 10,014 | 30    | 20,000 | —                                | Saigon             |
| Eaton                 | French gunboat               | 141    | —     | —      | —                                | Saigon (Reserve)   |
| Esturgeon             | French sub-marine            | —      | —     | —      | Lieut. Combes                    | Saigon             |
| Fronde                | French destroyer             | 350    | 7     | 303    | —                                | Saigon             |
| Henri Riviere         | French gunboat               | —      | —     | —      | —                                | Haiphong           |
| Jacquin               | French gunboat               | 205    | 8     | 508    | —                                | Haiphong (Reserve) |
| Lion                  | French gunboat               | 500    | —     | —      | —                                | Saigon (Reserve)   |
| Lynx                  | French sub-marine            | —      | —     | —      | Lieut. Marra                     | Saigon             |
| Manche                | French surveying-ship        | 1625   | 10    | 9000   | Comdr. Regis de Touche           | Saigon             |
| Montcalm              | French cruiser               | 9700   | 12    | 19,600 | Capt. Cheron                     | Saigon             |
| Mouquet               | French destroyer             | 307    | 6     | 300    | Lieut. de la Roche-Harandson     | Saigon             |
| Ory                   | French gunboat               | —      | —     | —      | Lieut. de Maindreville           | Upper Yangtze      |
| Peloo                 | French gunboat               | 180    | —     | —      | Lieut. Puech                     | Tongku             |
| Pistolet              | French torpedo boat          | 150    | 7     | 300    | Comdr. Mortenot                  | Hongay             |
| Protée                | French sub-marine            | —      | —     | —      | Lieut. Morris                    | Saigon             |
| Redoutable            | French battleship (reserve)  | 9457   | 8     | 6071   | Capt. Drouot                     | Saigon             |
| Six                   | French gunboat               | 1718   | 10    | 1700   | Lieut. Seriot                    | Saigon             |
| Takung                | French gunboat               | —      | —     | —      | —                                | Yangtze            |
| Takou                 | French destroyer             | 250    | 6     | —      | —                                | Saigon (Reserve)   |
| Yanbou                | French torpedo-depot         | —      | —     | —      | —                                | Hongay             |
| Vigilante             | French torpedo-depot         | —      | —     | —      | Lieut. Bihel                     | Capt St. Jacques   |
|                       | French gunboat               | 123    | 7     | 500    | Lieut. Biscail                   | Canton             |
| Emden                 | German cruiser               | 3800   | 22    | 13,500 | Capt. Vollerich                  | Tsingtau           |
| Goeben                | German armoured cruiser      | 11,600 | 38    | 26,000 | Captain v. Sals                  | Tsingtau           |
| Idis                  | German gunboat               | 900    | 12    | 1300   | Comdr. Mormann                   | Shanghai           |
| Jaguar                | German gunboat               | 900    | 12    | 1300   | Capt. Mying                      | Shanghai           |
| Leipzig               | German cruiser               | 3250   | 24    | 11,000 | Capt. Schroeder                  | Tsingtau           |
| Luchs                 | German gunboat               | 900    | 10    | 1350   | Capt. Lt. Bornemann              | Shanghai           |
| Nürnberg              | German cruiser               | 3400   | 22    | 13,200 | Capt. Tager (Karl)               | Tsingtau           |
| Otter                 | German river gunboat         | —      | —     | —      | Capt. Lieut. Jantzen             | Yangtze River      |
| Scharnhorst           | German flagship              | 11,600 | 38    | 28,000 | Capt. Kraft                      | Tsingtau           |
| S. 90                 | German torpedo-boat          | 400    | 8     | 8500   | Capt. Lieut. Hoyden              | Tsingtau           |
| Taku                  | German torpedo-boat          | 280    | 4     | 8000   | Lieut. Kolbe (Hans)              | Tsingtau           |
| Tiger                 | German gunboat               | 900    | 10    | 1350   | Comdr. Luppe                     | Shanghai           |
| Tsingtau              | German river gunboat         | 223    | 4     | 1300   | Capt. Lieut. Graf Dolna-Schodles | Canton             |
| Vaterland             | German river gunboat         | 223    | 4     | 500    | Capt. Lieut. Kaestler            | Shanghai           |
| Calabria              | Italian cruiser              | 2145   | —     | —      | Comdr. Sommi Piccardi            | Shanghai           |
| Macao                 | Portuguese gunboat           | —      | —     | —      | Capt. Martins                    | Macao              |
| Patiria               | Portuguese gunboat           | 700    | —     | —      | Captain J. Mülheiro              | Macao              |
| Adder                 | U. S. submarine              | —      | —     | —      | Ensign J. M. Murray              | Manila             |
| Albaty                | U. S. protected cruiser      | 3430   | 17    | 7900   | Comr. Clarence S. Williams       | Yokohama           |
| Bainbridge            | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign E. B. Root                | Manila             |
| Barry                 | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign Robt. W. Labanias         | Manila             |
| Callao                | U. S. gunboat                | 243    | 8     | 250    | Ensign Stuart W. Calk            | Canton             |
| Chamisso              | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign L. N. McNaif              | Manila             |
| Chatanooga            | U. S. protected cruiser      | 3106   | 10    | 4700   | Comdr. John D. McDonald          | Amoy               |
| Cleveland             | U. S. protected cruiser      | 3100   | 10    | 4700   | Comdr. Hugh Rodman               | Carive             |
| Dale                  | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign F. J. Fletcher            | Manila             |
| Docteur               | U. S. torpedo-boat-destroyer | 420    | 7     | —      | Ensign C. S. Graves              | Manila             |
| El Casco              | U. S. gunboat                | —      | —     | —      | Lt. Comdr. William D. Brotherton | Yangtze River      |
| Heena                 | U. S. gunboat                | 1397   | 13    | 1800   | Comdr. B* O. Biller              | Yangtze River      |
| Juiro                 | U. S. gunboat                | —      | —     | —      | Lieut. J. W. Schoenfeld          | Carive             |
| Mindoro               | U. S. gunboat                | 170    | 5     | —      | Lieut. C. A. Woodruff            | —                  |
| Macatula              | U. S. submarine              | —      | —     | —      | Ensign E. D. Whorter             | Manila             |
| Monica                | U. S. station ship           | 1900   | —     | 5244   | Ensign Robt. V. Lowe             | Manila             |
| Monzhook              | U. S. monitor                | 4084   | 4     | 5200   | Commander H. A. Bisham           | Carive             |
| Montevy               | U. S. cruiser                | 3430   | 25    | —      | Comdr. William G. Miller         | Yokohama           |
| New Orleans           | U. S. gunboat                | 243    | 8     | —      | Lieut. George C. Pegrum          | Manila             |
| Pampana               | U. S. submarine              | —      | —     | —      | Ensign * O. Van de Carr          | Manila             |
| Porpoise              | U. S. gunboat                | —      | —     | —      | Lieut. J. W. Schoenfeld          | Carive             |
| Quincy                | U. S. cruiser                | 6206   | 14    | —      | Lt. Comdr. A. N. Mitchell        | Carive             |
| Rainbow               | U. S. gunboat                | 243    | 8     | 850    | Ensign N. H. Goss                | Yangtze River      |
| Samar                 | U. S. protected cruiser      | 3150   | 25    | 17,075 | Comdr. Joseph L. Jayne           | Yokohama           |
| Savanna               | U. S. submarine              | —      | —     | —      | Ensign Henry M. Jensen           | Manila             |
| Shark                 | U. S. gunboat                | 870    | 9     | 600    | Lieut. W. L. Friedell            | Yangtze River      |
| Villalobos            | U. S. gunboat                | 1397   | 20    | 1894   | Comdr. W. A. Edgar               | Hongkong           |
| Wilmington            | U. S. gunboat                | —      | —     | —      | —                                | —                  |

\* Flagship of Rear-Admiral John Hubbard, Commander-in-Chief United States Asiatic Fleet.

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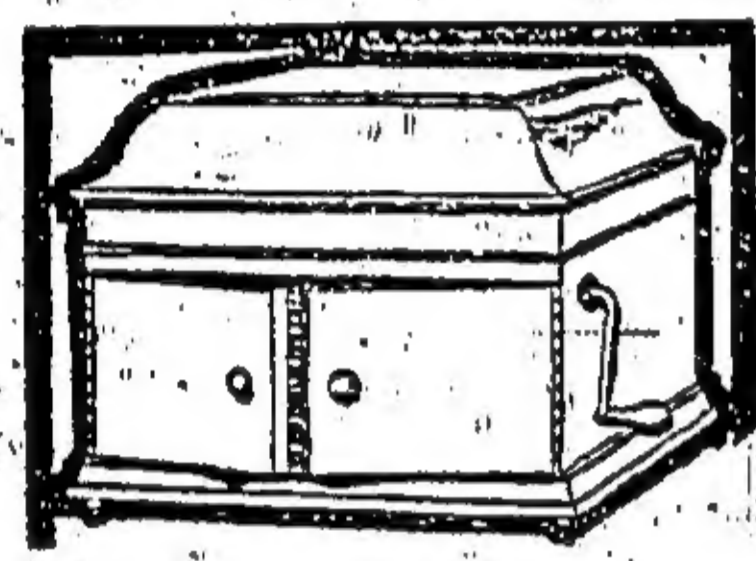
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You will laugh till you Cry

After seeing and hearing the

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## General Memoranda.

SATURDAY, September 13.—

Variety Entertainment at Mount Austin.

SUNDAY, September 17.—

Harvest Thanksgiving Services at St. John's Cathedral.

MONDAY, September 18.—

3 p.m.—Action of Crown Land at Public Works Department.

5.30 p.m.—Hongkong Cricket League Meeting in H.K.C.C. Pavilion.

TUESDAY, September 21.—

V.R.C. Aquatic Sports.

FRIDAY, September 22.—

V.R.C. Aquatic Sports.

NOC.—Douglas Steamship Co. Ordinary General Meeting.

MONDAY, September 25.—

Entire for 'China Mail' Harbour Race Close.

TUESDAY, September 26.—

3.45 p.m.—Sanitary Board Meeting.

WEDNESDAY, September 27.—

5.30 p.m.—'China Mail' Harbour Race Meeting.

THURSDAY, September 28.—

5.15 p.m.—Kowloon Cricket Club's Meeting.

SATURDAY, September 30.—

5.30 p.m.—Fifth Gymkhana Meeting.

## The China Mail.

HONGKONG, THURSDAY, SEPT. 14, 1911.

## ALIEN CRIMINALS.

This Aliens Act which was brought

into being in 1905 has now been in

operation for a sufficient length of

time to judge of its efficacy in fulfill-

ing the objects which it was framed

to attain. Though it has without a

doubt proved beneficial in ridding

the United Kingdom of many an

undesirable character from foreign

shores, the opinion of those best

qualified to speak on the subject

seems to be that there is a tendency

to excessive leniency on the part

of the Courts in putting the full

provisions of the Act into force.

This is admitted in a statement by

the Home Office in a recent Blue

Book on the Act reviewing its

working during the first five years

of its operation. The publication

also contains the fifth annual report

of the inspector.

Before coming to the complaints of

leniency on the part of Courts, it is

interesting to note one or two facts

emphasised by the Home Office

statement. During the five years

under notice 1,793 expulsion orders

were made against criminal aliens.

England and Wales furnished 1,711

of these, Scotland 72, and Ireland

ten. Of the 1,711 English cases,

1,276 occurred in the Metropolis.

In the year 1910 there were 414

cases—396 from England and Wales

(including 272 from the Metropolis),

17 from Scotland, and one from

Ireland. The number of orders

exceeded the average—358.6; but

fell below the number for 1900, 467.

Four nationalities—German, Russian

(including Polish), French, and

American—accounted for more than

half the orders. Seventy-five aliens

were found in the United Kingdom

in contravention of expulsion orders

previously made against them, re-

presenting 4.18 per cent. of the total

number of criminal aliens expelled

since the Act first came into opera-

tion. Among the significant changes

in the records of alien crim-

which are mentioned in the fact that the alien prison population in England and Wales in the years 1910 was less than half what it had been in the year 1904 (the year before the Act), and was smaller than in any year since 1895. As to the cause for this decline, we are told that they must be, on the one hand, expulsion and the fear of it, and, on the other hand, the diminution of the flow of alien immigrants into the country whereby the supply is restricted at the source, at it were.

From these facts and figures the Home Office conclude that all is not being done that might be to use the Act to the greatest advantage of the country. "It should surely be possible," the statement says, "to increase the efficiency of expulsion by the exercise of more alertness on the part of the police in bringing the facts before the Courts and more readiness on the part of the Courts to use their opportunities of the setting in motion the machinery for ridding the country of the alien criminal. Another way by which expulsion could be rendered more effective by the Courts consists in the treatment accorded to aliens who are found in the United Kingdom in contravention of the orders made against them." It is commonly stated—sometimes from the Bench—that aliens return to the United Kingdom as fast as they are expelled. But this, we are now told, is not borne out by any known facts. As the number of expulsion orders in existence grows year by year, it is obvious that the number of aliens found in the country in defiance of them is likely to increase, but the proportion between these two sets of figures is maintained at the low rate of about 4 per cent. Thus out of the 1,793 cases in which orders had been made in the five years ending with 1910, 75 aliens were arrested in the latter year either for merely being unlawfully in the United Kingdom or for other offences also. The important point is the punishment to which the expelled alien finds himself subjected. If it is light, he may think it well worth while to risk it; and from a careful analysis contained in the report under notice it is patent that in most instances the Courts have been far too reluctant to deal severely with the returned criminal alien. Hence the Home Office concludes that "there can be no doubt that if the full value of expulsion is to be got, the expelled alien who is found in the United Kingdom must be made to feel the full rigour of the law." It is sincerely to be hoped that this pointed hint to those on whom devolve the task of administering justice will bear such fruit that in the future the wretches of other countries will find little inducement to land on the shores of Britain and thus become a constant menace to the State.

## SOCIAL AND PERSONAL.

Mr R. C. Edwards returned by the

Empress to-day.

Lieut. C. H. Reynolds and wife arrived

per s.s. Gregory at 10th instant from India.

Lieutenant L. C. Cowen, of H.M.S.

Alacrity has joined the Minotaur as Flag

Lieutenant.

Lieutenant Laing, R.M.L.I., is due to

arrive here on 16th October; he will proceed

to Weihaiwei to relieve Lieutenant Burton,

R.M.L.I.

Lieutenant P. L. H. Noble, Flag Lieuten-

ant to Vice-Admiral Sir A. L. Windsor,

has proceeded home to take up an appoint-

ment in the Royal Yacht.

Major P. J. J. Radcliffe, R.E., stationed

at York, and Major S. F. Williams, R.E.,

doing duty in London, have been placed

under orders for Hongkong.

Lieut.-Com. C. C. H. Maitland-Addison

vacated the command of the destroyer

Byrne on 14th Aug. to proceed to the Far

East, to succeed Lieut.-Com. T. J. S. Lyns

in the command of the armed air

steamer Kinshas.

The appointments are announced of

Engineer-Lieutenants E. O. Smith, to the

Tamar, additional, as first assistant to the

Chief-Engineer, Hongkong Yard, W.

Davies, to the Tamar, additional, for

service with gun mountings of the Fleet

to date Aug. 11; and L. C. W. Harrington

to the Minotaur.

Mr. T. H. Courol, of Kingston on

Thames, after prolonged correspondence,

has just received from the War Office an

order for the China expedition under

Lord Elgin in 1900. Mr. Courol served in

the King's Royal Rifles in the China

expedition, and it is only after having

written 10 letters that the War Office has

granted his claim after a lapse of 51 years.

## NEWS OF THE DAY.

Some interesting items will be found

on the back page.

The well-known race pony Seaweed is

to be sold by auction on Saturday.

An interesting report on the Far

Eastern Sugar Trade by the Consul General

Anderson, Hongkong, will be found on

Page 4.

Two bodies of Chinese have been found

by the police—one in Western Street and

another in the naval camp. Both were

taken to the Mortuary.

For stealing \$20 worth of iron, the

property of the Land Investment Co. a

Chinese was today sentenced to six weeks'

imprisonment and four hours' stock.

## THE CHARTERED BANK

## DIVIDEND.

The local Manager of the Chartered

Bank of India, Australia and China, has

received a telegram from his head office

advising that the Directors have declared

an interim dividend for the past half year

at the rate of 13 per cent per annum free of

income tax.

## TYPHOON WARNING.

The telegram quoted below was received

by the American Consulate General, Hong-

kong, from the Manila Observatory at 8.50

to-day.

Manila, September 14, 8 a.m.—Cyclone

or typhoon Pacific Ocean, about halfway

between the Mariana Islands and Luzon,

moving W.

## SUICIDE OF MR E. O. MURPHY.

Former Well-known Hongkong

Resident.

The Vancouver Daily Province of August

11th prints the following:

"Placing a repeating rifle in his mouth,

Mr E. O. Murphy last evening practically

blew the top of his head off. The shooting

took place in the office of Doherty and

Watt, real estate brokers, room 3, Tunstall

block, corner of Dunsmuir and Grinville

Streets, a few minutes after 7 o'clock.

Mr Murphy was a consulting engineer

with an office in the Winch building. It is

supposed that a combination of ill-health

and financial trouble led him to commit

suicide. His friends state that he had

been despondent for some time and that

the deed was not entirely unexpected.

Mr C. Newland heard a shot and

rushed to the room to find Mr Murphy

dying on the floor. Mr Newland immedi-

ately notified Dr. Ridgewood, but by the time

he arrived, which was only a few minutes

after the shooting took place, nothing could

be done to save the man's life. He died

before the arrival of the ambulance.

Alfred Shaw, a barber employed in a

shop below the room where the shooting

took place, heard three shots and im-

mediately rushed to the door. He found

three shots. Three holes were found in

the ceiling, but only one bullet had gone

through the skull.

Mr Murphy was a married man. He lived

with his wife at No. 758, Burrard Street.

He resided for a number of years in Hong-

kong, where he was engaged in shipbuilding.

He was also at one time engineer on

one of the Empress boats sailing to the

west coast. He had only been in business

here a few months.

The above news will come as a great

shock to the deceased's many friends in

Hongkong. It will be remembered that

during the last times of last year

Mr Murphy severed his connection with

Mr W. S. Bailey, with whom he had been

in partnership for many years. From here

he went to San Francisco and then on to

Vancouver, in which place Mrs. Murphy's

family resided. Here they lived with her

mother, Mrs. Murphy, and Mr. Murphy

opened an office and started as a Marine

Surveyor. Vancouver, however, offered

very little opening for an engineer, and

the shipping is not sufficient at present to

provide a living for a man of Mr. Murphy's

experience and ability. We learn that

after several months of hunting for

business, Mr. Murphy found his office ex-

periences too heavy to warrant his

keeping it open and so moved his be-

longings to the office of a friend in

Vancouver, where the office in which he

had committed suicide. Mental depres-

sion occasioned by the absence of work

after what had been a busy life, followed

by financial worry occasioned both by real

estate ventures and general expenses, is

thought to have been the cause of his

trouble, and was finally advised by his doctor

to take the trip to Hongkong. If only for

the voyage. It was hoped that in Hong-

kong he would find something to do and

friends to cheer him. He had, indeed,

boosted his wife and started as a Marine

surveyor, but on the evening before the

vessel sailed he decided that he would

not go. On the following day he expressed

the wish that he had gone, and in the

evening walked around to the office where

he found a gun belonging to a friend and

shot himself.

Next day, Saturday the 12th Aug., he

was buried in the Masonic reservation of

the Vancouver Cemetery, his remains being

followed by a few of his old friends, who

brought him to the place where he was

buried. The funeral was held at 10 a.m.

at the C.P.W. Empress Hotel, also by a

dozens of more recent acquaintances.

Deceased leaves a wife and two children,

for whom much sympathy is felt.

## CORRESPONDENCE.

## LETTING THE POST OFFICE.

(To the Editor of the "China Mail.")

Sir, Your strong attitude on the

question of letting out a portion of the

new Post Office buildings is much to be

appreciated.

## BY TELEGRAPH.

[Copyright.]

## THE EUROPEAN SITUATION.

## GIST OF GERMANY'S DEMANDS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

Reuter learns authoritatively that Germany's proposals for territorial compensation in the French Congo give Germany direct access to the Congo River, and thus facilitates eventual railway and road communication across the Congo to German East Africa. The compensation area is the richest part of the territory in rubber, ivory and forests of moutonous.

## FRANCE TO BE EXPLICIT.

LATER.

Reuter's correspondent at Paris quotes a semi-official statement to the effect that it is understood the French reply to Germany will be most explicit, especially regarding the necessity of maintaining economic equality for all Powers and political liberty for France in Morocco. The reply will be despatched to Berlin at the end of the week. M. Caillaux, Minister of Finance, has left to attend the manoeuvres at Besancon.

## BELEAGUERED.

LATER.

Lieutenant Hugo Der Ville and 600 Spanish troops are beleaguered at Sefru by hostile Arabs. Colonel Bremont and a force of 1,500 men have left Fez to relieve the party.

## SPANIARDS ATTACKED.

A message from Melilla says the Moors attacked the Spaniards at Kastrioor. Heavy fighting ensued, and the Spanish losses were a Colonel, two other officers and 13 men killed, and 43 wounded. The enemy lost 70 killed and many wounded. Another Spanish column is at present engaged.

LATER.

The Spanish troops have scored a complete victory in a series of desperate engagements. Their total casualties were 18 killed and 77 wounded, while of the enemy 700 were killed.

## SOCIALISTS' DEMAND.

LATER.

The German Socialist Congress has resolved that the party shall move in the Reichstag that when international differences arise the Government will be bound to summon the Reichstag in order to render an account of the situation. They also protested against the dearth of food.

## CAUTIOUS BELGIUM.

LONDON, Sept. 14.

A contingent of the Belgian Army whose term expires to-morrow are being retained under colours until further notice.

## THE FRENCH OFFER.

The territory which France offers to Germany is a piece two-thirds the size of France.

The southern boundary begins in the bay between Rionni and Libreville and thence continues in a north-easterly direction to Mbanghi River. Then it proceeds along a south-easterly course to the Congo.

The northern boundary runs east to west from a point where the Mbanghi River ceases to be navigable. France also offers a triangular territory bounded by the tenth parallel and the frontier of the Cameroons to the south thereof.

## THE COLE CASE.

## "SAUCE FOR THE GOOSE"

(Reuter's Service to the China Mail.) LONDON, Sept. 13.

The Chronicle states that Mr. Harcourt's action in the Cole case was expedient and just, and that he did well to show that the Government had no respect for persons in such cases.

## STEERAGE RATES RAISED.

(Reuter's Service to the China Mail.) LONDON, Sept. 13.

The Atlantic Steamship Companies have raised the steerage rates by five shillings.

## BY TELEGRAPH.

[Copyright.]

## THE CHENG TU RIOTS.

## AN OMINOUS OUTLOOK.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

A Peking message says that Chengtu is isolated and that the rioters are attacking the town from four points. The troops are firing from the walls. There are still a number of Europeans in the city.

## PEKING'S RESOLVE.

(Wah Tui Yat Po's Service.)

PEKING, Sept. 13.

An Imperial Edict states that the disturbances in Szzechuen are merely the work of outlaws anxious to establish an independent government.

The Viceroy and Tuan Fang have been ordered to suppress the rioters with a determined hand, but not to interfere with the innocent.

## A RUBBER AWARD.

## SUNGEI KAPAR'S SECOND DISTINCTION.

(Reuter's Service to the China Mail.)

LONDON, Sept. 14.

The Rubber Exhibition has awarded to the Sungei Kapar Estate Greater's Rubber News fifty-guinea trophy for the best commercial rubber grown in the Malay States and Ceylon.

## AN AMERICAN FAILURE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

On the New York Stock Exchange the firm of Van Schaick has failed for \$1,000,000, which, however, is mostly secured.

## ROYALIST PLOT IN PORTUGAL.

## CAPTAIN AND CHAPLAIN AMONG ARRESTED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

A Lisbon message states that what is described as a great Royalist plot has been discovered at Vianca do Castello.

A score of arrests have been made, including a captain and a military chaplain.

## THE RAILWAY COMMISSION.

## QUESTION OF UNION RECOGNITION.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The Railway Commission is hearing the evidence of non-Unionists who consider that the conciliation scheme has not fulfilled expectations, but they point out that the non-Unionists never sympathized with the agitation which led to the scheme.

They emphasize that the demand for the recognition of Trade Unions is unreasonable and would lead to further coercion against non-Unionists. They also point out that directors would more likely be influenced by their own servants than by a Union official.

Objections were also taken to the extreme Socialists dominating the Trade Unions.

## THE ST. LEGER.

## PRINCE PALATINE WIN.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The St. Leger, run to-day at Doncaster over a distance of 1 mile, 6 furlongs, 132 yards, resulted as follows:

Prince Palatine (O'Neill) 1.

Lycan (G. Stern) 2.

King William (F. Wootton) 3.

Almah (Fox) 4.

Beaupaire (Rickaby) 5.

Longboat (Winter) 6.

Petri (Mayer) 7.

Cherry King (E. Jones) 8.

Tootles and Bachelor's Hope did not run.

Five furlongs from home Beaupaire led from Longboat, Prince Palatine, Lycan and King William. On reaching the distance post Prince Palatine left the field and won easily. Almah was fourth.

The winner got home with six lengths to spare, and two lengths separated second and third.

The time was 3 min. 51 sec.

The placed betting was 2 to 1 on King William; 5 to 4 on Lycan; and 5 to 4 on Prince Palatine.

The starting prices were: 100 to 30 agst. Prince Palatine and Lycan, and 6 to 4 agst. King William.

## BY TELEGRAPH.

[Copyright.]

## AVIATION.

## A FORTUNATE ESCAPE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

An aviator named Fowler, while flying eastwards across America, had his aeroplane demolished as he was crossing the Rockies but escaped with a strained back.

## A LADY'S SUCCESS.

Mademoiselle Dutrieu has won the Femina Cup, flying 143 miles in 2½ hours.

## ANOTHER FATALITY.

LATER.

Lieutenant Chantard fell while aeroplaning at Versailles and was killed.

## UGANDA RAILWAY.

## A CONTRACT TO LONDON.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

Messrs Pauling and Co., Ltd., of London, the well-known firm of railway constructors, yesterday signed a contract for the construction of a branch line of the Uganda Railway to run from Magadi to Soda Lake.

The line is to be commenced forthwith and completed within 18 months.

## THE DROUGHT ENDS.

## WELCOME RAINS AT HOME.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The drought has ended in the North, heavy rains having fallen at Bradford and North Wales, while showers have fallen in the South of England.

## BRITAIN AND PORTUGAL.

## IMPENDING COMMERCIAL TREATY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The Portuguese Minister has informed Reuter's correspondent that negotiations with regard to an Anglo-Portuguese Commercial Treaty will be resumed as soon as possible.

## UNIVERSITY QUINCENTENARY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

St. Andrew's University is celebrating its quincentenary. A distinguished company from Overseas, including delegates from India and South Africa, are attending the celebrations.

## THE MAWSON EXPEDITION.

## FURTHER GRANTS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

Reuter's correspondent at Sydney says that three citizens have subscribed sums amounting to £3,500 towards Dr Mawson's Antarctic Expedition.

The Commonwealth Government is contributing £5,000 towards the Mawson Expedition.

## GERMAN ARMY MANOEUVERS.

## INTERESTING REPORTS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The first big action in the German army manoeuvres has resulted in the failure of the defenders to capture the invaders' position.

The aeroplanes are working magnificently in discovering ruses like sham trenches.

## AIRSHIP AFIRE.

LATER.

A message from Dimmies (?) states that the German Army airship M. 3 developed engine defects while descending and caught fire.

Seven officers jumped cut and sustained slight injuries.

## A FAILURE RETRIEVED.

LATER.

The German Army manoeuvres have ended, the defenders having retrieved their failure by capturing the position by a brilliant cavalry charge.

The Kaiser has sent his personal thanks to the aviators who took part in the manoeuvres.

## BY TELEGRAPH.

[Copyright.]

## SHANGHAI HOTEL PROSECUTION.

## SAILORS GAMBLING IN BAR.

(From Our Own Correspondent.)

SUSSEX, Sept. 14.

The manager of the Astor House Hotel has been fined \$30 for permitting American sailors to gamble in the bar. The defence pleaded that the bar was sub-let.

## MOUNT ETNA.

## ERUPTION CAUSES GREAT DAMAGE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The lava from Mount Etna is travelling with remarkable swiftness. It has already covered an area of seven miles, and is destroying the vineyards.

A few cottages have been demolished.

## THE FATED EMIGRANT SHIP.

## BEACHED AND ABANDONED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

Reuter's correspondent at St. Helena wires that the s.s. Papuan (the emigrant ship which arrived with her bunkers afire) has been beached and abandoned.

The vessel was gutted, but part of her cargo was saved.

## TIRED OF PROHIBITION.

## MAINE STATE NO LONGER "DRY."

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

By a referendum the State of Maine has decided by a narrow majority in favour of the abolition of liquor prohibition introduced in 1853.

A plebiscite in the State of Maine has resulted in a bare majority in favour of repeal of the prohibition of the liquor trade which was incorporated in the Constitution of 1834.

## THE DAVIS CUP.

## ENGLISHMEN OUTPLAYED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

In the Davis Cup Competition, Larned (America) beat Lowe (England) by 6/4, 1/5, 7/5, 5/1; and McLoughlin (America) beat Dixon (England) 8/6, 3/6, 6/3, 6/2.

The Americans showed brilliant form, Larned's play being fast and severe. McLoughlin finished like a whirlwind, and displayed wonderful cross-volleys and drives.

## AUSTRALIAN POLITICS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 13.

The Victorian Assembly has passed a Bill providing for compulsory preferential voting.

## THE RAILWAY AGITATION.

## HONGKONG MEETINGS DISFAVoured.

(Wah Tui Yat Po's Service.)

PEKING, Sept. 13.

It is reported that the Wai-Wu-Pu has requested the British Minister in Peking to request the Hongkong Government not to allow any meetings to be held in connection with the railway question.

## UNION CHURCH.

A special meeting of seafolders was held last night in the Church Hall at 6.30 p.m.

Mr. A. Macdonald presided. Mr. David Wood proposed that "In view of the expiry of the agreement of the Rev. C. H. Hickling as Pastor of Union Church, Hongkong, in November, 1912, and of his intimation that he does not wish to be considered for a further term of service, this meeting of seafolders hereby authorizes the General Committee of Management of the church to appoint a successor."

## LIBBY'S Tinned Meats.

## Californian Vegetables.

## LANE, CRAWFORD &amp; CO.

Hongkong, Sept. 1, 1911.

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Because of a Kiss, by Lady Constance. Enter Chastity, by Harold Vallentyne. A Lady of Spain, by G. B. Burgis. The Dawn of All, by Robert Hugh Benson. Love Letters of a Faithless Wife, by Lucas Cleve. The Hampdenshire Wonder, by J. D. Bedford. Rippe Corn, by S. C. Netherland. The Claw, by Cynthia Stockley. Wedded but Not a Wife, by Florence Warden. The Queen's Fillet, by Canon Sheenan. The City of Enticement, by Dorothea Gerard. Master Christopher, by Mrs Henry de La Pasture. Tales of the Unseely, by Violet Hunt. Nigel Farnham, by Mrs Eudora Reynolds. The Summer Book, by Max Pemberton. He is Risen Again, by Charles Morris. In Fancy's Mirror, by Violet A. Simpson. The Indiscretions of a Lady's Maid, by William Le Queux. A Mysterious Lover, by Alice M. Diehl. Lulu, by Maud Diver. Our Lady of the Leopards, by Albert Dorrington. When the Red Gods Call, by Beatrice Grimshaw. Long Bow and Broad Arrow, by Major W. P. Dancy. Thus Saith Mrs Grundy, by Annesley Kenady.

## THE PREMIER REINFORCING MEDIUM

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL &amp; Co., Ltd., MACHINERY DEPT.

## OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

## The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay

DODWELL &amp; CO., LTD., Agents.

## UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

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Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

DODWELL &amp; CO., LTD.

Telephone No. 41. GENERAL MANAGERS.

## INVESTED FUNDS

Over £2,000

over £12,000,000. PAID DAILY IN CLAIMS

## THE STANDARD LIFE OFFICE

£1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

## PREMIUMS BY MONTHLY INSTALLMENTS

WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL &amp; CO., LTD., Agents.

## Clifford Wilkinson's

## 'TANSAN.'

YOU WILL FIND a great advantage in drinking TANSAN, especially in this weather.

IT NOT ONLY quenches thirst but its medicinal properties are marvellous.

FOR GOUT, Rheumatism, general debility, sleeplessness and indigestion, 'TANSAN' is a wonderful remedy.

## 'WHISKY &amp; TANSAN'

is now a popular expression in the Far East, as it has been found that 'TANSAN' not only mixes well with Whisky, but it gives to the Whisky a delicious after-taste.

BE SURE THAT YOU SEE

Clifford Wilkinson's

NAME ON THE LABEL.

## SOLE AGENTS:

H. Price &amp; Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, August 18, 1911.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

For Freight &amp; further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

## INDO-CHINA STEAM NAVIGATION CO., LTD.

AND 'AFRIC LINE' Proposed Sailings from Hongkong

Steamers from Hongkong. On or about. Connecting at Calcutta with. On or about

JAPAN... 15th Sept. 20th Sept. 25th Sept.

LIGHTNING... 15th Oct.

NAMSANG... 15th Oct.

For Freight &amp; further particulars apply to

DODWELL &amp; CO., LTD., Agents.

## EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN

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IMPORTANT

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CEILINGS,

PARTITIONS,

EXTERIOR

## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| DESTINATION                        | STEAMER  | DATE       | REMARKS               |
|------------------------------------|----------|------------|-----------------------|
| LONDON, via SUEZ                   | DELTA    | Sept. 16th | See Special of Office |
| LONDON & ANTWERP                   | SARDINIA | Sept. 20th | Freight and Passage   |
| SHANGHAI, MOJI, KOBE, and YOKOHAMA | SUMATRA  | Sept. 21st | Freight and Passage   |
| SHANGHAI, MOJI, KOBE, and YOKOHAMA | CANDIA   | Sept. 28th | Freight only          |
| SHANGHAI                           | DELHI    | Sept. 28th | Freight and Passage   |

E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S.

## EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

| From Hongkong        | From Quebec        |
|----------------------|--------------------|
| EMPEROR OF JAPAN     | EMPEROR OF IRELAND |
| SATURDAY, 23rd Sept. | FRIDAY, 30th Oct.  |
| MONTEAGLE            |                    |
| SATURDAY, 14th Oct.  |                    |
| EMPEROR OF INDIA     | EMPEROR OF BRITAIN |
| SATURDAY, 4th Nov.   | FRIDAY, 1st Dec.   |

Steamships leave Hongkong at 6 p.m.

All services of the Company's Pacific fleet and passenger steamers of the Atlantic are equipped with the Marconi wireless apparatus.

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON - Intermediate on Steamer and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATIONS  | STEAMERS                                   | SAILING DATES                      |
|---|--|------------------------------------|
| MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID               | KAMO MARU, Capt. F. L. Sommer, Tons 9000   | WEDNESDAY, 27th Sept., at Daylight |
|   | AKI MARU, Capt. K. Komada, Tons 7000       | WEDNESDAY, 11th Oct., at Daylight  |
|   | MISHIMA MARU, Capt. A. E. Moser, Tons 9000 | WEDNESDAY, 25th Sept., at Daylight |
| VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA | TAMBA MARU, Capt. E. Noda, Tons 7000       | TUESDAY, 10th Oct., at Noon        |
|   | AWA MARU, Capt. Hirawa, Tons 7000          | TUESDAY, 7th Nov., at Noon         |
| VICTORIA, B.C. AND SEATTLE  | SADO MARU, Capt. J. Richards, Tons 7000    | SATURDAY, 7th Oct., from KOBE      |
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE                | NIKKO MARU, Capt. M. Yagi, Tons 6000       | FRIDAY, 29th Sept., at Noon        |
|   | KUMANO MARU, Capt. M. Winkler, Tons 6000   | FRIDAY, 27th Oct., at Noon         |
| BOMBAY, via SINGAPORE, AND COLOMBO  | CEYLON MARU, Capt. Tozawa, Tons 6000       | TUESDAY, 19th Sept., at Noon       |
| NAGASAKI, KOBE & YOKOHAMA   | KUMANO MARU, Capt. M. Winkler, Tons 6000   | WEDNESDAY, 27th Sept., at Noon     |
| SHANGHAI, MOJI & KOBE   | WAKASA MARU, Capt. N. Nielsen, Tons 7000   | WEDNESDAY, 27th Sept., at Noon     |
| KOBE & YOKOHAMA   | KAGA MARU, Capt. M. Hagino, Tons 7000      | THURSDAY, 28th Sept., at 11 a.m.   |

† Fitted with new system of wireless telegraphy.

‡ Cargo only. \* Carries Deck Passengers.

## NEW LINE OF STEAMERS BETWEEN KOBE &amp; CALCUTTA.

Regular Service (once in every 18 days) from KOBE to CALCUTTA calling at HONGKONG, SINGAPORE, PENANG & RANGOON.

The First Steamer from Hongkong—

"JINSEN MARU," Tons 3,782. Capt. Machida, on September 28th.

## CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 Months.

|           | Yokohama Return | Kobe Return | Moji Return | Nagasaki Return |
|-----------|-----------------|-------------|-------------|-----------------|
| 1st class | \$120           | \$110       | \$100       | \$90            |
| 2nd class | \$80            | \$70        | \$60        | \$50            |

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

## Shipping

## U. S. MAIL LINE. PACIFIC MAIL S. S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line to the warm SEASIDE ROUTE across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS  | Tons   | DATE                 | TIME      |
|-----------|--------|----------------------|-----------|
| MONGOLIA  | 27,000 | SATURDAY, 30th Sept. | at 1 p.m. |
| KOREA     | 28,000 | SATURDAY, 28th Oct.  | at 1 p.m. |
| SIBERIA   | 28,000 | FRIDAY, 10th Nov.    | at 1 p.m. |
| MANCHURIA | 27,000 | SATURDAY, 25th Nov.  | at 1 p.m. |
| MONGOLIA  | 27,000 | SATURDAY, 16th Dec.  | at 1 p.m. |
| KOREA     | 28,000 | FRIDAY, 12th Jan.    | at 1 p.m. |
| SIBERIA   | 28,000 | SATURDAY, 27th Jan.  | at 1 p.m. |

All Steamers are equipped with Wireless Telegraphy.

The S.S. MONGOLIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, the 30th September, at 1 p.m.

Fares—Hongkong to London £71 10s. Return six months £120 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

## INTERMEDIATE SERVICE.

Persia..... 9,000 Tons, FRIDAY, 20th Oct., at 1 p.m.

China..... 10,200 " FRIDAY, 17th Nov., at 1 p.m.

The S.S. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, October 20th, at 1 p.m.

On the First Mail Steamer, CHINA and PERSIA, First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via New York..... £243.

Hongkong to San Francisco..... £225.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further information as to Passage and Freight, apply to the Agents of the Company, Erno's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

## TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER     | Tons   | Captain       | DATE OF SAILING           |
|-------------|--------|---------------|---------------------------|
| CHIYO MARU  | 21,000 | W. W. GREENE  | Friday, Sept. 15, at Noon |
| NIFFON MARU | 11,000 | A. G. STEVENS | Friday, Oct. 6, at Noon   |
| TEIKO MARU  | 21,000 | E. BENT       | Friday, Oct. 13, at Noon  |
| SHINYO MARU | 21,000 | H. S. SMITH   | Friday, Nov. 3, at Noon   |

† Triple Screw, turbine engines. \* Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA & HONOLULU, on FRIDAY, 16th September, at Noon.

## SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER       | Tons   | DATE OF SAILING             |
|---------------|--------|-----------------------------|
| BUYO MARU     | 10,500 | Saturday, Oct. 14, at Noon  |
| HONGKONG MARU | 11,000 | Wednesday, Dec. 13, at Noon |
| KIYO MARU     | 17,000 | Tuesday, Feb. 18, at Noon   |

The Steamer "BUYO MARU" will be despatched, hence for MEXICAN, PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 14th October, at Noon.

FARES FROM HONGKONG:

To London..... £71 18s. 6d.

To Valparaiso..... Yen 570.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan.

To Canadian and United States Points: Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points: Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers a most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "KIYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines, Triple Screw. Records speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

Hongkong, January 27, 1911.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

## NEXT SAILINGS FROM HONGKONG.

| Outward                         | Homeward                       |
|---------------------------------|--------------------------------|
| For Shanghai, Kobe & Yokohama   | For Havre, Rotterdam & Hamburg |
| S.S. SENEGAMBIA..... 20th Sept. | S.S. PREUSSEN..... 19th Sept.  |
| S.S. BAYERN..... 6th Oct.       | For Bremen & Hamburg           |
| S.S. ARCADIA..... 18th Oct.     | S.S. RHEINVELD..... 25th Sept. |
| S.S. SLAVONIA..... 3rd Nov.     | For Rotterdam & Hamburg        |
| S.S. SCANDIA..... 16th Nov.     | S.S. FURST BULOW..... 7th Oct. |
| S.S. SPEZIA..... 2nd Dec.       | For Havre & Hamburg            |
|                                 | S.S. BUEVIA..... 13th Oct.     |
|                                 | For Bremen & Hamburg           |
|                                 | S.S. SENEGAMBIA..... 25th Oct. |

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For MANILA..... YUENSIANG..... SATURDAY, Sept. 16, at 2 p.m.

For SHANGHAI..... CHOWSIANG..... SUNDAY, Sept. 17, at Daylight

For SANDAKAN..... MAUSANG..... TUESDAY, Sept. 19, at Noon

For TIENTSIN via TSINGTAU, CHEONGCHING..... TUESDAY, Sept. 19, at 4 p.m.

For MANILA..... CHONGSIANG..... SATURDAY, Sept. 23, at 3 p.m.

For SHANGHAI, KOBE & YOKOHAMA..... KUTSIANG..... TUESDAY, Sept. 24, at Noon

For SINGAPORE, PENANG & CALCUTTA..... NAIKSIANG..... TUESDAY, Sept. 26, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kutsang, Namsang and Fokang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is on board.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuala, Lahad Datu, Simporna, Tawau, Genkan, Josenkan and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| STEAMERS                     | DATE                | TIME |
|------------------------------|---------------------|------|
| SHANGHAI                     | Sept. 16, Midnight  |      |
| MANILA, CEBU & ILOILO        | Sept. 19, at 4 p.m. |      |
| SHANGHAI                     | Sept. 21, at 4 p.m. |      |
| WEIHAIWEI, CHEFOO & TIENTSIN | Sept. 21, at 4 p.m. |      |
| SHANGHAI                     | Sept. 23, at 4 p.m. |      |
| MANILA, ZAMBOANGA and USUAL  | Sept. 27, at 4 p.m. |      |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is on board. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tan" & "Taming." Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck; aft. Saloon accommodation of S.S. "Taming" is situated on deck.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Cheonan, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

S.S. B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers hand passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

| STEAMERS   | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EASTERN    | Sept. 8                        | Sept. 10th, at Noon          |
| ALDENHAM   | Sept. 22                       | Sept. 30th, at Noon          |
| EMPIRE     | Oct. 6                         | Oct. 14th, at Noon           |
| ST. ALBANS | Oct. 20                        | Nov. 11th, at Noon           |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

| For   | Steamers     | Tons (gross reg) | Leaves                           |
|---|--------------|------------------|----------------------------------|
| VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama | MEXICO MARU  | 6064             | Saturday, 16th Sept., at 11 a.m. |
| VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama       | CHICAGO MARU | 6183             | Tuesday, 3rd Oct., at 11 a.m.    |

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Gold, Treasure and Precious.

Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For

| For                                  | Steamers   | Leaves                            |
|--------------------------------------|------------|-----------------------------------|
| TAMSWATOW & AMOY                     | DALIN MARU | SUNDAY, 17th Sept., at 10 a.m.    |
| ANYING, via SWATOW & SOHU MARU       |            | WEDNESDAY, 20th Sept., at 10 a.m. |
| FOOKEOW, via SWATOW and CHOSHUN MARU |            | WEDNESDAY, 27th Sept., at 10 a.m. |

Fast speed, Superior passenger accommodation. Electric light throughout.

For information of Freight, Passage, etc., apply to the Co. at Local Branches.

J See at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## Shipping

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E.P. MARTIN, will be despatched from this for BOMBAY, Co., on SATURDAY, the 16th September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Stow and Valuable cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo (under the mail steamer proceeding direct to Marseilles & London) on cargo for London, etc., will be conveyed via Bombay by the S.S. Egypt due in London on the 29th October, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, September 4, 1911. 1193

## AUSTRIAN NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship AUSTRIA, Captain RABICH, will leave for the above places on SATURDAY, the 16th inst., at 6 p.m.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to SANDER, WIELEK & Co., Agents, Prince's Building.

Hongkong, Sept. 11, 1911. 1192

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK (With Liberty to Call at the MARIANA COALS).

## THE Steamship ROSARIO.

Captain..... will be despatched for the above ports on or about SATURDAY, the 16th September.

For Freight or Passage, apply to ARNOLD, KARBURG & Co., General Agents.

Hongkong, Sept. 13, 1911. 1194

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Bangkok, Madras and Mauritius.

## THE Steamship JAPAN.

Captain A. SWENSON will be despatched for the above ports on TUESDAY, the 19th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, Sept. 11, 1911. 1191

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ & PORT SAID.

## Taking Cargo at through rates to the

BRASILIA, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE & ADRIATIC PORTS.

## THE Co's Steamship VORWAERTS.

Captain DANNEBERG, will be despatched as above on the 27th September.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELEK & Co., Agents, Prince's Buildings.

Hongkong, August 26, 1911. 1195

## GLP LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

## THE Steamship GLENTURREL.

will be despatched for the above Ports on or about 30th inst.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 12, 1911. 1198



